DEPARTMENT OF THE NAVY
COMMANDER NAVAL SURFACE FORCES
2841 RENDOVA ROAD
SAN DIEGO, CA 92155-5490

COMNAVSURFORINST 3700.1A
Code N42
5 Jan 04

COMNAVSURFOR INSTRUCTION 3700.1A

Subj: AVIATION READINESS QUALIFICATION (ARQ) AND AVIATION FACILITY CERTIFICATION (AVCERT) OF COMNAVSURFOR SHIPS

Ref: (a) OPNAVINST 3120.28
(b) NAVAIRINST 3120.1C
(c) CINCPACFLTINST 9830.1
(d) CINCLANTFLTINST 3500.18
(e) Air-Capable Ship Aviation Facilities Bulletin No.1J
(f) Amphibious Assault Ship Aviation Facilities Bulletin 1B
(g) NAVAIR 00-80T-106
(h) NWP 3-04.1
(i) A1-AV8BB-NFM-000
(j) COMNAVSURFORINST 3502.1A
(k) NAVAIR 00-80T-109

Encl: (1) Aviation Readiness Qualification (ARQ) and Aviation Facility Certification (AVCERT) Checklist
(2) Surface Aviation Operation Bill
(3) Aviation Facility Binder

1. Purpose. To issue policies, procedures, and responsibilities for COMNAVSURFOR ships regarding Aviation Readiness Qualification (ARQ) and Aviation Facility Certification (AVCERT).

2. Cancellation. COMNAVSURFORINST 3700.1.

3. Revision. Changes to the cancelled instruction are extensive and have been incorporated into this instruction. It is therefore necessary to review this instruction in its entirety. Forward change recommendations to Commander, Naval Surface Force, U.S. Atlantic Fleet (CNSL) Code N421, 1430 Mitscher Ave. Norfolk, VA 23551-2494.

4. Scope. This instruction is applicable to all COMNAVSURFOR Air-Capable Ships (ACS) and Amphibious Assault Aviation Ships (AAS), which conduct or support helicopter and/or Vertical/Short Take-Off and Landing (V/STOL) aircraft operations. The following classes of amphibious ships are considered ACS: LPD, LSD, LCC, and AGF.

5. Background. All COMNAVSURFOR ACS and AAS are configured to conduct helicopter and/or V/STOL operations; Helicopter In-Flight Refueling (HIFR); Vertical Replenishment (VERTREP); Recovery Assist, Secure, and Traverse (RAST); or other air operations. Aviation operations aboard these ships require programs designed to ensure standardized procedures and to enhance crew training and safety.

6. Discussion. The ARQ program focuses on personnel training and readiness. The scope of the ARQ program is separate from the Naval Air Systems Command's AVCERT required by references (a) through (f). AVCERT is designed to ensure required shipboard aviation facilities and equipment are installed and functioning properly. Enclosure (1) is provided to aid in understanding and preparing for ARQ, AVCERT, and Technical Assist (TA) visits. Compliance with ARQ and AVCERT directives is mandatory for the safe conduct and support of helicopter and V/STOL operations.

a. References (c) and (d) task the Type Commanders (TYCOM) to maintain shipboard aviation readiness. The ARQ program is the TYCOM's assessment and qualification of COMNAVSURFOR ACS and AAS. It is designed primarily to ensure the training and qualification of personnel associated with air operations. ARQ Teams may be composed of aviation personnel from Afloat Training Group Pacific (ATGPAC), ATG WESTPAC, COMNAVSURFGRU MIDPAC/ATG MIDPAC, ATG PACNORWEST, ATG LANT, ATG Mayport, COMNAVSURFLANT, or Aircraft Handling Team (AHT).

b. References (g), (h), and (i) provide current doctrine for helicopter and V/STOL shipboard operations. They set the requirements for aircraft operations aboard COMNAVSURFOR ships and shall be complied with, except when in conflict with an aircraft's Naval Air Training and Operating Procedures Standardization (NATOPS) manual. In this event the aircraft NATOPS manual takes precedence. Reference (j) sets forth the training requirements for ACS, AAS, and assigned helicopter detachments in order to achieve overall readiness for operations and deployments.

c. References (g), (h), and (i) also require the inclusion of specific information in the ship's Surface Aviation Operation Bill. Ships should use these references and enclosure (2) to establish their bill.

d. Shipboard aviation Support Equipment (SE) required to support aviation operations represents a significant financial investment. SE on AAS ships is managed by COMNAVAIRPAC/ COMNAVAIRLANT Code N422B. SE will be checked during the ARQ using the ship's Allowance Equipage List (AEL). SE shall be stenciled or etched with ship's hull number and a serial number. SE not stenciled or etched is considered not on board. Trading and/or borrowing equipment for the purpose of the ARQ or AVCERT is prohibited.

e. ARQ periodicity is a maximum of 24 months and expires on the last day of the month in which the current evaluation was conducted. ARQ is lost when a ship enters a CNO maintenance availability, when significant aviation facility work is programmed, or when mandated by TYCOM or operational commander.

f. In the rare event an ARQ is required due to operational demands or other unforeseen reasons, the ship will schedule an ARQ with ATG via the ISIC. ARQ extensions will be IAW reference (j).

g. AVCERT periodicity is a maximum of 24 months and expires on the last day of the month in which the current evaluation was conducted. AVCERT is lost when a ship enters a CNO maintenance availability; when significant aviation facility work is programmed; or when mandated by TYCOM; Commander, Naval Air Systems Command (COMNAVAIRSYSCOM); Commander, Naval Sea Systems Command (COMNAVSEASYSCOM); or operational commander.

h. AVCERT extensions will be IAW reference (b).

i. All ships must be able to safely conduct flight operations and be ready to service aircraft. Therefore, all ships, including new construction, shall have a current ARQ and AVCERT prior to conducting any flight operations.

7. Action

a. COMNAVSURFPAC/COMNAVSURFLANT shall exercise overall cognizance of the ARQ program.

b. COMAFLOATRAGRUPAC/COMAFLOATRAGRULANT (ATG) shall:

(1) Coordinate the activities of the ARQ Teams, to include formulation, training, revision, and updating the ARQ program.

(2) Conduct an Aviation Assist Visit (AAV) approximately 30 days prior to the ARQ.

(3) Conduct ARQ using enclosure (1) prior to the ship's CART II or within 24 months of the last ARQ for ships not in a typical Inter-Deployment Training Cycle (IDTC).

(a) For ACS, the assigned ARQ Team shall consist of one Aviation Boatswain's Mate - Aircraft Handling (ABH), one Aviation Boatswain's Mate – Fuels (ABF), and an Aviation Officer when available.

(b) For AAS, the assigned ARQ Team shall consist of two Aviation Boatswain's Mate - Aircraft Handling (ABH), two Aviation Boatswain's Mate – Fuels (ABF), and an Aviation Officer when available.

(4) Ensure ARQ Teams conduct appropriate drills and evaluate the ship's ability to set flight quarters as required by enclosure (1) and references (g) and (h). Additionally, ARQ Teams will evaluate the ability of the ship's Damage Control Training Team to train in aviation fire fighting.

(5) Plan and conduct proficiency training, as requested by the ship's Commanding Officer or Immediate Superior In Command (ISIC). Training should be completed prior to the Intermediate Phase of the IDTC.

(6) Ensure standardization of ARQ Teams by reviewing procedures, techniques, and knowledge. Submit ARQ program requirements and changes to the ARQ Model Manager, CNSL Code N421.

c. Group and Squadron Commanders shall:

(1) Schedule each ship's ARQ and AVCERT to maintain the currency requirements of this instruction and to ensure the periodicity meets operational commitments.

(2) Provide a representative to accompany the ARQ Team during the ship's ARQ.

(3) Utilize ARQ results at the ship's Tailored Ship Training Availability (TSTA) conference to schedule necessary proficiency training.

(4) Review aviation qualifications, training, and procedures, per reference (j), when conducting command inspections and assessments.

(5) Monitor and ensure corrective action on all ARQ discrepancies.

d. Ship's Commanding Officer shall:

(1) Ensure flight operations are conducted with a current ARQ and AVCERT.

(2) Suspend aircraft operations, by naval message, for circumstances or equipment casualties that degrade aviation facilities, equipment, or personnel training or qualification below the standards established in this instruction and references (e), (f), (g), (h), and (i), as applicable.

(3) Assign an O-1 or senior as the ARQ program coordinator (ACS less LPD).

(4) Have an effective Surface Aviation Operation Bill as required by references (g) and (h) and per enclosure (2).

(5) Ensure a comprehensive Aviation Facilities Binder is maintained using enclosure (3).

(6) Ensure aviation personnel are designated, meet the training requirements of enclosure (1), and are included in the ship's training program.

(7) Ensure the training requirements of reference (j) are met prior to embarking a helicopter detachment.

(8) Submit Casualty Summary Reports (CASREP) whenever the aviation facility's operational status prevents the ship from performing its mission.

(9) Maintain the complete allowance of aviation support equipment (SE) required by the ship's AEL. Trading and/or borrowing equipment for the purpose of the ARQ or AVCERT is prohibited.

(10) Establish and maintain an aviation fuel quality assurance program as required by reference (k).

(11) Conduct flight deck crew proficiency training in order to support safe flight operations. In addition to crash and salvage drills and training in refueling operations, flight deck crew proficiency training should include day, night and NVD flight operations when possible.

e. Aviation Facility Coordinator (ACS less LPDs) and Air Officer (AAS plus LPDs) shall:

(1) Coordinate the actions of divisions having direct cognizance over aviation related equipment, training, or qualifications.

(2) Ensure personnel receive the schools and training required by enclosure (1).

(3) Maintain training, qualification, and school documentation for all assigned aviation personnel.

(4) Maintain a locator system to ensure required publications are accessible.

(5) Maintain the ship’s aviation facility binder and ensure it meets the requirements of this instruction and enclosure (3).

//SIGNED//
M. BALMERT
Deputy and
Chief of Staff

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TABLE OF CONTENTS

SECTION I: AVIATION READINESS QUALIFICATION (ARQ)

SECTION II: PQS/SCHOOLS/QUALIFICATIONS FOR ACS

SECTION III: FLIGHT DECK GEAR/FIRE FIGHTING EQUIPMENT FOR ACS

SECTION IV: AVIATION FUEL SYSTEM FOR ACS

SECTION V: PQS/SCHOOLS/QUALIFICATIONS FOR AAS

SECTION VI: FLIGHT DECK GEAR/FIRE FIGHTING EQUIPMENT FOR AAS

SECTION VII: AVIATION FUEL SYSTEM FOR AAS

SECTION VIII: DRILLS - CRASH/FIRE (ACS)

SECTION IX: DRILLS - CRASH/FIRE (AAS)

SECTION X: DRILLS - HANGAR DECK

SECTION XI: DRILLS - FUELS

SECTION XII: AVIATION FACILITY CERTIFICATION (AVCERT)

SECTION XIII: COMMENTS

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SECTION I: AVIATION READINESS QUALIFICATION (ARQ)

SHIP: USS _____

CO: _____ PHONE # _____

XO: _____ PHONE # _____

AIR OFFICER/DEPT HEAD: _____ (AAV)/_____(ARQ)

AVIATION COORDINATOR: _____ (AAV)/_____(ARQ)

LOCATION: _____ (AAV)/_____(ARQ)

DATE OF VISIT: _____ (AAV)/_____(ARQ)

TEAM MEMBERS: _____ (AAV)/_____(ARQ)

_____ (AAV)/_____(ARQ)

_____ (AAV)/_____(ARQ)

GROUP: _____ SQUADRON: _____

1. Points of Contact for Aviation Related Matters

COMNAVSURFPAC, SAN DIEGO, CA		DSN (577-)
Amphibious Aviation (N42M)	(619) 437-3140	
Aviation Ordnance (N423M)	(619) 437-2287	
ASIR West Coast Supervisor (N422A)	(619) 437-3145	
COMNAVSURFLANT, NORFOLK, VA		DSN (836-)
ARQ Team Leader	(757) 836-3199	
ARQ/AAV Schedules	(757) 836-3184/5	
CNSL Ground Support Equipment	(757) 836-3479	
AVCERT Branch Manager (N425)	(757) 836-3198	
ATG Flight Deck Evaluators	(757) 445-0962 ext. 274	DSN (565-)
ATG JP-5 Fuels Evaluators	(757) 445-0962 ext. 274	
ATG MAYPORT		DSN 960-5591
COMAFLOATRAGRUPAC SAN DIEGO, CA		DSN (526-)
ARQ Team Leader (N433)	(619) 556-0843	
ARQ/AAV Schedules	(619) 556-0904	
ATG Flight Deck Evaluators	(619) 556-0846	
ATG JP-5 Fuels Evaluators	(619) 556-0846	
Ground Support Equipment	(619) 556-0846	
AFLOATRAGRU PACNORWEST EVERETT, WA	(425) 304-4744	DSN (727-)
AFLOATRAGRU WESTPAC YOKOSUKA, JAPAN		
ARQ Team Leader		DSN 243-6130
FAX		DSN 243-6100
COMNAVSURFGRU MIDPAC PEARL HARBOR, HI		
ARQ Team Leader (N61)	(808) 473-0788	DSN 473-0788
ATG MIDPAC PEARL HARBOR, HI		
ARQ Team Members	(808) 472-8881 ext. 368	DSN 472-8881

Enclosure (1)

2. All publications listed are current at the time of printing. Ships shall use the most current edition as changes occur.

3. Items marked with an asterisk (*) are considered restrictive discrepancies. Restrictive discrepancies are equipment or personnel discrepancies that constitute a hazard to safe flight or refueling operations. These discrepancies require suspension of flight operations.

4. Evaluators shall list all aviation facility material discrepancies noted during the AAV/ARQ.

5. The following references are used throughout the checklist:

   (a) NWP 3-04.1, HELICOPTER OPERATING PROCEDURES FOR AIR-CAPABLE SHIPS

   (b) COMNAVSURFORINST 3502.1, SURFACE FORCE TRAINING MANUAL

   (c) NAVAIR 00-80R-14, U.S. NAVY AIRCRAFT FIREFIGHTING AND RESCUE MANUAL

   (d) AEL 2-830024025 AERONAUTICAL MATERIAL, MOORING AIDS AND EQUIPAGE; AND AEL C150004097 HELICOPTER IN-FLIGHT REFUELING

   (e) NAVAIR 00-80T-109, AIRCRAFT REFUELING NATOPS MANUAL

   (f) AIR CAPABLE SHIP AVIATION FACILITIES BULLETIN NO.1J

   (g) OPNAVINST 3130.6C, NAVAL SEARCH AND RESCUE (SAR) STANDARDIZATION PROGRAM

   (h) OPNAVINST 3120.32C, STANDARD ORGANIZATION AND REGULATIONS OF THE U.S. NAVY

   (i) AMPHIBIOUS ASSAULT SHIP AVIATION FACILITIES BULLETIN NO. 1B

   (j) AV-8B SHIPBOARD OPERATING BULLETIN NO. 1 REV A.

   (k) NAVAIR 00-80R-19, NATOPS U.S. NAVY AIRCRAFT CRASH AND SALVAGE OPERATIONS MANUAL (AFLOAT)

   (l) COMNAVSURFPACINST 3100.3G, LHA/LHD AIR DEPARTMENT STANDARD OPERATING PROCEDURES (SOP)

   (m) NSTM S9086-VG-STM-010, CHAPTER 634: DECK COVERINGS

   (n) OPNAVINST 4790.2H NAVAL AVIATION MAINTENANCE PROGRAM (NAMP) VOL 5 CHAPTER 12 (FOD PREVENTION AND REPORTING)

   (o) S9542-AB-MMO-010, JP-5 JET FUEL CENTRIFUGAL PURIFIER DESCRIPTION, OPERATION AND MAINTENANCE MANUAL

   (p) NSTM CH-542 REV 3 DTD 01DEC01, GASOLINE AND JP-5 FUEL SYSTEMS

   (q) MIL-HNDBK-844AS AIRCRAFT REFUELING HANDBOOK

   (r) OPNAVINST 5100.19D, NAVY OCCUPATIONAL SAFETY AND HEALTH (NAVOSH) PROGRAM MANUAL FOR FORCES AFLOAT, VOL. I/II/III

SECTION II: PQS/SCHOOLS/QUALIFICATIONS FOR ACS

SHIP: USS _____

AAV EVALUATOR _____ DATE _____

ARQ EVALUATOR _____ DATE _____

	YES/NO/NA
1. Aviation Facility Binder	
a. Minimum entries per enclosure (3))	__|__|__
2. Aviation Qualification Procedures	
a. COMNAVSURFORINST 3700.1A	__|__|__
b. Previous AAV/ARQ results	__|__|__
c. Aviation related messages/lessons learned	__|__|__
3. Aviation Certification Program	
a. Current AVCERT message	__|__|__*
4. Shipboard Aviation Standard Operating Procedures	
a. Ship's SOP tailored to suit individual unit capabilities (Minimum entries per enclosure (2))	__|__|__
b. Flight quarters roster/billets with roster (Copy for ATG)	__|__|__
c. FOD Council	__|__|__
5. PQS/Formal Schools/Training	
a. Aviation Facility Coordinator designated by notice or letter	
Name: _____	__|__|__
b. Safety Officer designated by notice or letter	
Name: _____	__|__|__
c. Glide Slope Technician (one) (C-670-2013))(NEC: 4758)	
Name: _____	__|__|__*
e. Damage Control Assistant (DCA) Aviation Fire Fighting (J-495-0414)	

Name: _____ __|__|__*

6. Aviation Flight Deck and Fire Fighting Lectures and Drills

a. Crash crew continuous on-the-job training lecture series (per NAVAIR 00-80R-14 Chap 9) (e.g. aircraft entry, hazardous ordnance/weapons cooling, composite materials clean up, etc.) __|__|__

b. Aviation fire fighting drills conducted, documented, muster sheets, records (Example FXP-4: MOB-D-18-SF, MOB-D-27-SF) (Drills: two per month Class 1, 2, 3; others one per month) __|__|__

c. Long/short range training plans __|__|__

d. Flight deck crew training per NWP 3-04.1 Chapter 1, documented (e.g. personnel transfer, tiedown procedures) __|__|__

7. +

a. Ship has established a NAVAIR publication account per NAVAIR 00-25-100 __|__|__

(1) Ship's NAVAIR publication account number is _____

b. Phone numbers for assistance with NAVAIR Publications __|__|__

c. Current Allowance Equipage List (AEL) __|__|__

d. COMNAVSURFLANT ships utilize CNSLNOTE 3710 __|__|__

e. NAVAIR 00-80T-113, Aircraft Signals NATOPS Manual (dated 01 Oct 97), available for LSE use __|__|__

f. COMNAVSURFPAC/COMNAVAIRPAC INST 3710.3A Flight Demonstrations (dated 20 Jul 99) __|__|__

g. COMNAVAIRPAC/COMNAVAIRLANT INST 3710.8A, procedures for participation in and/or authorization of aerial demonstrations flyovers, static display, orientation flight, civilian passengers and project specialists, and training and qualification waivers/extensions (dated 6 Nov 01) __|__|__

h. NWP 3-04.1 Helicopter Operating Procedures For Air-Capable Ships (dated Feb 98) __|__|__

i. NAVAIR 00-25-100 NAVAIRSYSCOM Tech Manual Program (dated 01 Oct 97) __|__|__

j. NAVAIR 00-80R-14 NATOPS Aircraft Fire Fighting and Rescue Manual (dated 01 Nov 96) __|__|__

k. NAVAIR 00-80R-14-1 NATOPS U.S. Navy Aircraft Emergency Rescue Information Manual (dated 15 Apr 97) __|__|__

l. NAVSEA Tech Manual S9086-VG-STM-010 Chapter 634 Deck Coverings (Non-skid Procedures) Rev 2 (dated 01 Sep 99) __|__|__

m. NWP 4-01.4 Replenishment at Sea (dated 01 Aug 96), with Urgent Change 2 (COMNAVWARDEVCOMDIV 202003Z May 98) __|__|__

n. JCS Publications 3-50 & 3-50.1 Search and Rescue Manual, Vol. I & II (dated 01 Feb 91) __|__|__

o. NWP 3-50.1 (Rev. A) Navy Search and Rescue (SAR) Manual (dated Mar 99) __|__|__

p. COMNAVSURFPACINST 3721.1H, TACAN Flight Inspection Requirements (TACAN Equipped Ships) with Change 1 (CNSP 121428Z Jul 95) __|__|__

q. COMNAVAIRPACINST 3750.17K, Command Attention in Aviation Safety (DET Capable ACS) (dated 28 Jun 94) __|__|__

r. COMNAVAIRLANT/COMNAVSURFLANT/COMNAVAIRPAC/ COMNAVSURFPAC INST 4420.3A, Aviation Supply Support for LAMPS and VERTREP Helicopter Detachments Afloat (LAMPS, CLF Ships) (dated 30 May 97) __|__|__

s. NAVAIR 51-5B-2, Installation, Service, Operation and Maintenance Instruction with IPB for SGSI MK1 MOD 0 for Aviation Facility Ships (Rev Jan 91); with Change 1 (1 Mar 92), Change 2 (1 Aug 93), Change 3 (1 Feb 96), Change 4 (1 Nov 99), Change 5 (1 Jan 00) __|__|__

t. NAVAIR 51-5B-2.1 for ships with MK-1/MOD-1 SGSI (SGSI Equipped Ships) (dated 15 Aug 89) __|__|__

u. NAVAIR 51-5B-3, Installation, Service, Operation, and Maintenance Instruction with IPB, for Wave-off Lights for Aviation Facility Ships Change 4 (dated 1 Dec 95) __|__|__

v. NAVAIR 51-50ABA-1, Visual Landing Aids (VLA) on Air-Capable Ships

Change 3 (dated 01 Dec 95) __|__|__

w. NAVAIR 17-1-537, A/C Handling and Securing Equipment (dated 01 Oct 91) with RAC-1 (dated 01 Jul 93) (Class 1, 2, 2A and 3 Ships) __|__|__

x. OPNAVINST 3710.7S, General Flight and Operating Instructions (dated 15 Nov 01) __|__|__

y. OPNAVINST 3750.6R, Naval Aviation Safety Program with Change 1 (dated 15 Nov 01) __|__|__

z. COMNAVSURFPACINST 8023.1K, Conventional Aviation Ordnance Safety and Readiness on Amphibious Aviation Ships (LPH/LHA/LHD), Transport Dock Ships (LPD), Air Capable ships (LAMPS only) (LPD, LAMPS) (dated 22 Dec 92) __|__|__

aa. AV-8B Shipboard Operating Bulletin 1 Rev A (LPD) (dated 17 Sep 92) __|__|__

ab. NAVAIR 00-80R-19, U.S. Navy Aircraft Crash and Salvage Operations Manual (LPD) (dated 15 Apr 97) __|__|__

ac. Joint Pub 3-04.1, Joint Tactics, Techniques and Procedures for Shipboard Helicopter Operations (not required for ships without helicopter landing capability) (dated 10 Dec 97) __|__|__

8. <u>Publications Required by LAMPS Capable Ships</u>

a. NAVAIR 51-5B-7, Installation, Service, Operation, and Maintenance Instruction, with IPB, for Wave-off Lights for Aviation Facility Ships. (LAMPS MK III Ships) with Change 1 (dated 01 Dec 95) __|__|__

b. NAVAIR AD-400A1-OMI-000, Horizon Reference Set (HRS) with Change 5 (dated 01 Jan 97) (RAST Ships) __|__|__

c. NAVAIR AD-400B1-0MI-000, Flight Deck Status and Signaling System (RAST Ship) (dated 01 Nov 95), Change 1 (1 Jun 02) __|__|__

d. NAVAIR AD-700A1-OMI-000, RAST technical manual (RAST ships) with Change 5 (dated 01 Nov 97), Change 7 (1 Sep 02) __|__|__

e. NAVAIR AD-700A1-IPB-000, RAST IPB manual with Change 5 (dated 01 Oct 97), Change 7 (1 Sep 02) __|__|__

9. Logs

   a. Aircraft Landings/Launches/VERTREP
      Minimum entries: date; time; helicopter
      call sign; type evolution; day, night
      or sunrise/sunset; and remarks) HVD __|__|__

10. Ready Reference Materials
    (Available at the HCO station and the bridge)

    a. Visual signals between ship and helicopter
       under EMCON/lost communications
       (NWP 3-04.1 pp. 4-34) __|__|__

    b. Shipboard helicopter command
       and display signals (NWP 3-04.1 pp. 4-31/32) __|__|__

    c. Launch and Recovery Wind Limits for
       ships plus General Launch and Recovery
       Wind Limits (NWP 3-04.1 Fig. B-1) __|__|__

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PQS CHECKLIST – ACS

BILLET	NAME	COURSE NUMBER	DATE GRAD *	PQS NUM	DATE COMP *	PQS NUM (NVG)	DATE COMP *	NVG STAGE DATE QUAL *	F/F CRSE DATE *	DESIG LTR	FLT DECK OBS PQS *	FLT DECK PHYS *	PRD EAOS
HCO		E-2G-200		43219D (304)						Y/N		Y/N	
VERTREP CARGO SUP		E-2G-200/ E-600-0506		43219/ 43436-B						Y/N		Y/N	
AVIATION SAFETY PO/CPO												Y/N	
LSE 1		E-600-0506		43436-B (303)		43436-B (304)				Y/N		Y/N	
LSE 2		E-600-0506		43436-B (303)		43436-B (304)				Y/N		Y/N	
FLT DECK CREWMAN				43219D (302)								Y/N	
FLT DECK CREWMAN				43219D (302)								Y/N	
FLT DECK PHONE TALKER				43219D (301)								Y/N	
FLT DECK PHONE TALKER				43219D (301)								Y/N	

(1) HCO, LSE AND FLIGHT DECK CREWMAN FIREFIGHTING SCHOOL REQUIREMENT: J-495-0413 WITHIN THE PREVIOUS 48 MONTHS, OR J-495-0414 WITHIN THE PREVIOUS 24 MONTHS.
(2) AT LEAST ONE LSE MUST BE STAGE II NVG QUALIFIED IAW NWP-3-04.1.
(3) FLIGHT DECK OBSERVER PQS IS FROM NAVEDTRA 43426-0 (303) (ENTER DATE COMPLETED)
(4) FLT DECK PERSONNEL MUST HAVE A CURRENT FLIGHT DECK PHYSICAL (WITHIN THE LAST 12 MONTHS) (REF: NAVMEDEPT CH-15/NWP-3-04.1)
(5) LSE'S PQS IS FROM NAVEDTRA 43436-A (303) AND (304).
(6) SGSI/RAST TECH EM/EN (REF: SURFTRAMAN 3502.2 SERIES)

(7) SHADED BLOCKS ARE N/A FOR THAT BILLET.

BILLET	NAME	COURSE NUMBER	DATE GRAD *	FLT DECK OBS *	PRD/EAOS
RAST TECH EM (LAMPS MK III SHIPS) (1)		K-652-2204			
RAST TECH EN (LAMPS MK III SHIPS) (2)		K-652-2205			
TACAN MAINT TECH (3)					
LAMPS MK III DATA LINK TRANS TECH (4)					

PQS CHECKLIST - ACS

(1) RAST ELECTRICAL TECHNICAIN: ONE EM, E-5 OR ABOVE WITH NEC 4673.
(2) RAST MECHANICAL TECHNICIAN: ONE EN, E-5 OR ABOVE WITH NEC 4355.
(3) TACAN MAINTENANCE TECHNICIAN MUST HOLD EITHER NEC 1473 OR 1471 (NEC 1491 for FFG).
(4) SRQ-4 MAINTENANCE TECHNICIAN: ONE ET WITH NEC 1424.

BILLET	NAME	DATE GRAD *	DESIG LETTER *	PRD/EAOS
SURFACE RESCUE SWIMMER			Y/N	
SURFACE RESCUE SWIMMER			Y/N	

COMNAVSURFORINST 3700.1A

FOR OFFICIAL USE ONLY

PQS CHECKLIST - ACS

ENLISTED AVIATION FUELS PERSONNEL

BILLET (1)	NAME	COURSE NUMBER (2)	DATE GRAD *	WATCH STATION PQS	DATE COMP *	AIRCRAFT FIRE FIGHTING *	DATE COMP *	FLT DECK OBS PQS *	FLT DECK PHYS *	PRD/ EAOS
FUELS OFFICER									Y/N	
REFUELING CREWMAN				43149-B (301)					Y/N	
REFUELING CREW LEADER				43149-B (302)					Y/N	
QUALITY CONTROL SENTRY				43149-B (303)					Y/N	
PUMP ROOM OPERATOR				43149-B (305)					Y/N	
JP-5 SUPERVISOR				43149-B (306)					Y/N	

(1) MUST BE FILLED BY ONE QUALIFIED PERSON PER BILLET. THE FUELS OFFICER MUST BE AN E-7 OR ABOVE.
(2) ONE OFFICER AND TWO ENLISTED FUELS PERSONNEL MUST HAVE ATTENDED JP-5 SCHOOL (J-651-0466) OR SHIPBOARD PROPULSION FUELS/OIL AND JP5 SYSTEMS/TESTING (K-821-2142A) WITHIN THE PAST 4 YEARS.

FOR OFFICIAL USE ONLY
COMNAVSURFORINST 3700.1A

PQS CHECKLIST - ACS

PRIMARY CRASH AND SALVAGE FIRE TEAM

BILLET	NAME	F/F COURSE NUMBER	F/F COURSE DATE *	WATCH STATION PQS	DATE COMP *	FLT DECK OBS *	FLT DECK PHYS *	PRD/ EAOS
SCENE LEADER		J-495-0414		316			Y/N	
HOTSUITMAN		J-495-0414		315			Y/N	
HOTSUITMAN		J-495-0414		315			Y/N	
CORPSMAN		J-495-0413					Y/N	
HOSE TEAM 1								
NOZZLEMAN		J-495-0414		308			Y/N	
TEAM LEADER		J-495-0414		308			Y/N	
HOSEMAN		J-495-0414		301-304			Y/N	
PLUGMAN		J-495-0414		301-304			Y/N	
HOSE TEAM II								
NOZZLEMAN		J-495-0414		308			Y/N	
TEAM LEADER		J-495-0414		308			Y/N	
HOSEMAN		J-495-0414		301-304			Y/N	
PLUGMAN		J-495-0414		301-304			Y/N	

(1) AN ADDITIONAL TWO HOSEMEN ARE REQUIRED IF 2 ½ INCH HOSE IS INSTALLED ONBOARD.
(2) WATCH STATION PQS ARE FROM NAVEDTRA 43119-G.

COMNAVSURFORINST 3700.1A

FOR OFFICIAL USE ONLY

PQS CHECKLIST - ACS

BACKGROUND FIRE TEAM

BILLET	NAME	F/F COURSE NUMBER	F/F COURSE DATE *	WATCH STATION PQS	DATE COMP *	FLT DECK OBS *	FLT DECK PHYS *	PRD/EAOS
BACKGROUND ASSISTANCE LEADER		J-495-0414		316			Y/N	
NOZZLEMAN		J-495-0414		308			Y/N	
TEAM LEADER		J-495-0414		308			Y/N	
HOSEMAN		J-495-0414		301-304			Y/N	
PLUGMAN		J-495-0414		301-304			Y/N	
AFFF SUPPLY MAN		J-495-0414		301-304			Y/N	
AFFF STATION OPERATOR				311				
PHONE TALKER		J-495-0414		301-304			Y/N	
PHONE TALKER		J-495-0414		301-304			Y/N	
PHONE TALKER		J-495-0414		301-304			Y/N	

(1) THE ENTIRE FIRE PARTY MUST ATTEND FIREFIGHTING COURSE J-495-0414 (OR EQUIVALENT) AND REPEAT THE COURSE EVERY 24 MONTHS, OR IF TEAM LOSES 40% OF THE ORIGINAL PERSONNEL.

FOR OFFICIAL USE ONLY

COMNAVSURFORINST 3700.1A

(2) THE PRIMARY FIRE TEAM CANNOT UTILIZE FLIGHT DECK CREW (LSE/CREWMAN). THE FLIGHT DECK CREW CAN ONLY BE USED IN THE BACKGROUND AND ASSISTANCE TEAM.
(3) WATCH STATION PQS ARE FROM NAVEDTRA 43119-H.

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PQS CHECKLIST - LPD

USS_____

BILLET	NAME	CRSE NUM	DATE GRAD*	PQS BOOK NUM	DATE COMP *	F/F CRSE DATE *	DESIG LTR	FLT DECK OBS PQS *	FLT DECK PHYS *	NVG STAGE/ DATE QUAL *	PRD/ EAOS
AIR BOSS				43219D (304)			Y/N		Y/N		
MINI BOSS/ FUELS OFFICER				43219D (304)			Y/N		Y/N		
LSE 1		E-600-0506		43436-B			Y/N		Y/N		
LSE 2		E-600-0506		43436-B			Y/N		Y/N		
LSE 3		E-600-0506		43436-B			Y/N		Y/N		
LSE 4		E-600-0506		43436-B			Y/N		Y/N		
CHOCK & CHAIN HANDLER				43434-1B			Y/N		Y/N		
CHOCK & CHAIN HANDLER				43434-1B			Y/N		Y/N		
CHOCK & CHAIN HANDLER				43434-1B			Y/N		Y/N		
CHOCK & CHAIN HANDLER				43434-1B			Y/N		Y/N		
CHOCK & CHAIN HANDLER				43434-1B			Y/N		Y/N		
CHOCK & CHAIN HANDLR				43434-1B			Y/N		Y/N		

(1) FIREFIGHTING SCHOOL REQUIREMENT: J-495-0413 WITHIN THE PREVIOUS 48 MONTHS, OR J-495-414 WITHIN THE PREVIOUS 24 MONTHS.
(2) LSE'S MUST BE STAGE IV NVG QUALIFIED IAW NWP 3-04.1.
(3) THE FLIGHT DECK OBSERVER PQS IS FROM NAVEDTRA 43426-0 (303) (ENTER DATE COMPLETED).
(4) FLIGHT DECK PERSONNEL MUST HAVE A CURRENT FLIGHT DECK PHYSICAL (WITHIN THE LAST 12 MONTHS).
(5) THE LSE PQS IS FROM NAVEDTRA 43436-B (302) & (304).

(6) HCO SCHOOL IS REQUIRED IF THE MINI BOSS IS NOT A PILOT.

PQS CHECKLIST - LPD
ENLISTED AVIATION FUELS PERSONNEL

BILLET	NAME	DATE GRAD *	WATCH STATION PQS *	DATE COMP *	A/C F/F *	DATE COMP *	FLT DECK OBS *	FLT DECK PHYS *	PRD/ EAOS
FUELS SECURITY			302					Y/N	
			302					Y/N	
			302					Y/N	
			302					Y/N	
			302					Y/N	
			302					Y/N	
REFUELING CREWMAN			303					Y/N	
			303					Y/N	
REFUELING CREW LEADER			304					Y/N	
			304					Y/N	
CHECKER			305					Y/N	
QUALITY SURVEILLANCE SENTRY			306					Y/N	
			306					Y/N	
CONTROL TALKER			307					Y/N	
QUALITY SURVEILLANCE SUPERVISOR			308					Y/N	
FLIGHT DECK FUEL REPAIRMAN			309					Y/N	
FLIGHT DECK REPAIR SUP.			310					Y/N	
JP-5 FILTER OPERATOR			311					Y/N	
			311					Y/N	
JP-5 PUMP ROOM OPERATOR			313					Y/N	
			313					Y/N	
JP-5 PUMP ROOM SUPERVISOR			316					Y/N	
FLIGHT DECK SUPERVISOR			317					Y/N	
BELOW DECKS SUPERVISOR			318					Y/N	
DIVISION SUPERVISOR			319					Y/N	

(1) MUST BE FILLED BY ONE QUALIFIED PERSON PER BILLET.
(2) WATCH STATION PQS ARE FROM NAVEDTRA 43426-4C, AIR DEPT AVIATION FUELS AFLOAT.
(3) 70% OF ALL FUELS PERSONNEL MUST HAVE ATTENDED THE SHIPBOARD AVIATION FUELS REFRESHER COURSE (C-821-2012). _____ OF _____ HAVE ATTENDED.

PQS CHECKLIST - LPD

BILLET	NAME	DATE GRAD *	DESIG LETTER *	PRD/ EAOS
SURFACE RESCUE SWIMMER			Y/N	
SURFACE RESCUE SWIMMER			Y/N	

PRIMARY CRASH AND SALVAGE FIRE TEAM

BILLET	NAME	F/F CRSE NUM	F/F CRSE DATE *	WATCH STATION PQS	DATE COMP *	FLT DECK OBS *	FLT DECK PHYS *	PRD/ EAOS
SCENE LEADER		J-495-0413		316			Y/N	
HOTSUITMAN		J-495-0413		317			Y/N	
HOTSUITMAN		J-495-0413		317			Y/N	
CORPSMAN		J-495-0413					Y/N	
HOSE TEAM 1								
NOZZLEMAN		J-495-0413		308			Y/N	
TEAM LEADER		J-495-0413		308			Y/N	
HOSEMAN		J-495-0413		301-304			Y/N	
PLUGMAN		J-495-0413		301-304			Y/N	
HOSE TEAM II								
NOZZLEMAN		J-495-0413		308			Y/N	
TEAM LEADER		J-495-0413		308			Y/N	
HOSEMAN		J-495-0413		301-304			Y/N	
PLUGMAN		J-495-0413		301-304			Y/N	

(1) AN ADDITIONAL TWO HOSEMEN ARE REQUIRED IF 2 ½ HOSE IS INSTALLED ONBOARD.
(2) WATCH STATION PQS ARE FROM NAVEDTRA 43119-G.

PQS CHECKLIST - LPD

BACKGROUND TEAM

BILLET	NAME	F/F CRSE NUM	F/F CRSE DATE *	WATCH STATION PQS	DATE COMP *	FLT DECK OBS *	FLT DECK PHYS *	PRD/ EAOS
BACK-GROUND ASSIST. LEADER		J-495-0413		316			Y/N	
NOZZLE-MAN		J-495-0413		308			Y/N	
TEAM LEADER		J-495-0413		308			Y/N	
HOSEMAN		J-495-0413		301-304			Y/N	
PLUGMAN		J-495-0413		301-304			Y/N	
AFFF SUPPLY MAN		J-495-0413		301-304			Y/N	
AFFF STATION OPERATOR				311				
PHONE TALKER		J-495-0413		301-304			Y/N	
PHONE TALKER		J-495-0413		301-304			Y/N	
PHONE TALKER		J-495-0413		301-304			Y/N	

(1) WATCH STATION PQS ARE FROM NAVEDTRA 43119-H.

FLIGHT DECK SE LICENSES

BILLET	NAME	FLIGHT DECK OBS *	FLIGHT DECK PHYS *	LICENSE *	PRD/ EAOS
TRACTOR DRIVER				Y/N	
MEPP OPERATOR NC-3				Y/N	

PQS CHECKLIST - LSD

USS_____

BILLET	NAME	CRSE NUM	DATE GRAD *	PQS BOOK NUM	DATE COMP *	F/F CRSE DATE *	DESIG LTR	FLT DECK OBS PQS *	FLT DECK PHYS *	NVG STAGE / DATE QUAL *	PRD/ EAOS
HCO 1		E-2G-200		43219 D			Y/N		Y/N		
FDO		E-2G-200		43219 D			Y/N		Y/N		
AV. SAFETY PO/CPO									Y/N		
LSE 1		E-600-0506		43436 -B			Y/N		Y/N		
LSE 2		E-600-0506		43436 -B			Y/N		Y/N		
LSE 3		E-600-0506		43436 -B			Y/N		Y/N		
LSE 4		E-600-0506		43436 -B			Y/N		Y/N		
CHOCK & CHAIN HANDLER				43434 -1B					Y/N		
CHOCK & CHAIN HANDLER				43434 -1B					Y/N		
CHOCK & CHAIN HANDLER				43434 -1B					Y/N		
CHOCK & CHAIN HANDLER				43434 -1B					Y/N		
CHOCK & CHAIN HANDLER				43434 -1B					Y/N		
CHOCK & CHAIN HANDLER				43434 -1B					Y/N		

(1) FIREFIGHTING SCHOOL REQUIREMENT: J-495-0413 WITHIN THE PREVIOUS 48 MONTHS, OR J-495-414 WITHIN THE PREVIOUS 24 MONTHS.
(2) LSE'S MUST BE STAGE III NVG QUALIFIED IAW NWP-3-04.1.
(3) FLIGHT DECK OBSERVER PQS IS FROM NAVEDTRA 43426-0 (303) (ENTER DATE COMPLETED).
(4) FLIGHT DECK PERSONNEL MUST HAVE A FLIGHT DECK PHYSICAL (WITHIN THE LAST 12 MONTHS)
(5) THE LSE PQS IS FROM NAVEDTRA 43436-B (302) & (304).

PQS CHECKLIST - LSD

BILLET	NAME	DATE GRAD *	DESIG LETTER *	PRD/ EAOS
Surface Rescue Swimmer			Y/N	
Surface Rescue Swimmer			Y/N	

ENLISTED AVIATION FUELS PERSONNEL

BILLET	NAME	CRSE NUM *	DATE GRAD *	WATCH STATION PQS *	DATE COMP *	A/C F/F *	DATE COMP *	FLT DECK OBS *	FLT DECK PHYS *	PRD/ EAOS
FUELS OFFICER									Y/N	
REFUEL. CREWMAN				43149-B (301)					Y/N	
				43149-B (301)					Y/N	
CREW LEADER				43149-B (302)					Y/N	
CREW LEADER				43149-B (302)					Y/N	
QUALITY CONTROL SENTRY				43149-B (303)					Y/N	
JP-5 PUMPROOM OPERATOR				43149-B (305)					Y/N	
JP-5 SUP.				43149-B (306)					Y/N	

(1) MUST BE FILLED BY ONE QUALIFIED PERSON PER BILLET.
(2) WATCH STATION PQS ARE FROM NAVEDTRA 43419-B, AVIATION FUELS (AIR CAPABLE SHIPS-LESS LPD).
(3) THE FUELS OFFICER MUST BE AN E-7 OR ABOVE THAT HAS ATTENDED SHIPBOARD PROPULSION FUELS/OIL AND JP5 SYSTEMS/TESTING (K-821-2142A).
(4) TWO ENLISTED FUELS PERSONNEL MUST HAVE ATTENDED SHIPBOARD PROPULSION FUELS/OIL AND JP5 SYSTEMS/TESTING (K-821-2142A).

*** ALL PERSONNEL WORKING ON THE FLIGHT DECK REQUIRE A FLIGHT DECK PHYSICAL***

PQS CHECKLIST - LSD

PRIMARY CRASH AND SALVAGE FIRE TEAM

BILLET	NAME	F/F CRSE NUM	F/F CRSE DATE *	WATCH STATION PQS	DATE COMP *	FLT DECK OBS *	FLT DECK PHYS *	PRD/ EAOS
SCENE LEADER		J-495-0414		316			Y/N	
HOT SUITMAN		J-495-0414		315			Y/N	
HOT SUITMAN		J-495-0414		315			Y/N	
CORPSMAN		J-495-0414					Y/N	
HOSE TEAM 1								
NOZZLEMAN		J-495-0414		308			Y/N	
TEAM LEADER		J-495-0414		308			Y/N	
HOSEMAN		J-495-0414		301-304			Y/N	
PLUGMAN		J-495-0414		301-304			Y/N	
HOSE TEAM II								
NOZZLEMAN		J-495-0414		308			Y/N	
TEAM LEADER		J-495-0414		308			Y/N	
HOSEMAN		J-495-0414		301-304			Y/N	
PLUGMAN		J-495-0414		301-304			Y/N	

(1) AN ADDITIONAL TWO HOSEMEN ARE REQUIRED IF 2 ½ HOSE IS INSTALLED ONBOARD.
(2) WATCH STATION PQS ARE FROM NAVEDTRA 43119-G.

PQS CHECKLIST - LSD

BACKGROUND TEAM

BILLET	NAME	F/F CRSE NUM	F/F CRSE DATE *	WATCH STATION PQS	DATE COMP *	FLT DECK OBS *	FLT DECK PHYS *	PRD/ EAOS
BACKGROUND ASSISTANCE LEADER		J-495-0413		316			Y/N	
NOZZLEMAN		J-495-0413		308			Y/N	
TEAM LEADER		J-495-0413		308			Y/N	
HOSEMAN		J-495-0413		301-304			Y/N	
PLUGMAN		J-495-0413		301-304			Y/N	
AFFF SUPPLY MAN		J-495-0413		301-304			Y/N	
AFFF STATION OPERATOR				311				
PHONE TALKER		J-495-0413		301-304			Y/N	
PHONE TALKER		J-495-0413		301-304			Y/N	
PHONE TALKER		J-495-0413		301-304			Y/N	

(1) WATCH STATION PQS ARE FROM NAVEDTRA 43119-H.

SECTION III: FLIGHT DECK GEAR/FIRE FIGHTING EQUIPMENT FOR ACS

SHIP: USS _____

AAV EVALUATOR: _____ DATE: _____

ARQ EVALUATOR: _____ DATE: _____

	YES/NO/NA
1. Flight Deck and VERTREP Deck Condition	
a. Flight deck condition: free of JP-5, oil and grease	__|__|__
b. Flight deck free of Foreign Object Damage (FOD) materials for flight operations.	__|__|__
c. Flight deck flush deck AFFF nozzles (Visual Walk Through)	
(1) Free of debris	__|__|__
(2) Documentation that PMS has been completed (PMS MIP-5551)	__|__|__

2. **Flight Deck Applicable Clothing**

a. Check maintenance and documentation records for MK-1 life vest (PMS MIP-5832). MK-1 life vest shall include: bladder, auto inflation device, cover, whistle, strobe light and dye marker. Outer covers shall be stenciled with the ship's hull number and name. __|__|__*

	ALLOWANCE	ON BOARD
BLUE	_____	_____
RED	_____	_____
YELLOW	_____	_____
WHITE	_____	_____
PURPLE	_____	_____
GREEN	_____	_____
BROWN	_____	_____

__|__|__

b. Cranial helmets (stenciled), including: sound attenuators, goggles and hard shell covers. Reflective tape shall be applied per NWP 3-04.1 and PMS MIP 5882 __|__|__*

c. Cranials and strobe lights shall have velcro installed (NSTM 077) __|__|__*

	ALLOWANCE	ON BOARD	
BLUE	_____	_____	
RED	_____	_____	
YELLOW	_____	_____	
WHITE	_____	_____	
PURPLE	_____	_____	
GREEN	_____	_____	
BROWN	_____	_____	__|__|__*

d. Documentation that cranial helmet PMS has been completed (MIP 5882) __|__|__*

e. Jerseys (two per each MK-1, stenciled) __|__|__*

f. Steel toe safety shoes (each member of flight deck crew shall be issued safety shoes per NAVSUP PUB 485) (NWP 3-04.1) __|__|__*

3. Support Equipment

a. Tie-downs (TD-1A/B) Qty _____
Ship's name or hull number shall be impression stamped with 3/8-inch lettering on the hand wheel assembly tensioning nut and S-hooks installed on TD-1A (Ref NAVAIR 17-1-537) __|__|__

Material condition _____

b. Towing bar per AEL

(1) NT4 Universal Tow Bars (2) (LPD only) __|__|__

(2) H-46 Tiller Bar __|__|__

c. Wheel chocks

(1) NWC-4 (for H-46, H-53, H-60) Qty _____ __|__|__

Material condition _____

d. VERTREP Equipment

(1) Grounding device P/N 1610-AS-100-1 __|__|__

(2) Rubber gloves (2 pair) (Type I, Class 3) __|__|__

e. Wheel, ground handling (LPD) (one set) __|__|__

f. Tractor, ACFT tow/TAU (LPD) __|__|__
Serial _____/_____

g. Guidance Taxi wands __|__|__
ACS-4; LPD-12

(1) Heat shrink tubing applied to wands __|__|__

h. Signal flags or panels for HIFR:
1 red and 1 green __|__|__

4. Fire Protection – Flight Deck and Hangar

a. Saltwater Fire Plugs

(1) Hose rack with the required length of hose __|__|__*

(2) One Vari-nozzle __|__|__*

(3) Two spanner wrenches __|__|__*

(4) Hose hydro test current __|__|__*

(5) Eductor __|__|__*

(6) AFFF concentrate __|__|__*

(7) Good material condition __|__|__*

b. Portable Fire Extinguishers

(1) 15 lb. CO_2; one required per AFFF outlet __|__|__*

(2) 18 lb. chemical dry; one required per AFFF outlet __|__|__*

(3) One "Longhorn" 15 lb. CO_2 per landing spot __|__|__*

(4) PMS documented for extinguishers (PMS MIP 6641) __|__|__*

NOTE: Inspection tags on hanger and flight deck bottles shall be removed due to the FOD hazard. Plastic tamper seals shall be installed.

c. Crash/Rescue Tool Kit

(1) Canvas tool roll (one) __|__|__*

(2) Fire axe (one) __|__|__*

(3) Halligan tool (one) __|__|__*

(4) Saw, metal cutting (one) __|__|__*

(5) Wrench, vice grip 10" (one) __|__|__*

(6) Screwdriver, common 4" (one) __|__|__*

(7) Screwdriver, common 8" (one) __|__|__*

(8) Screwdriver, phillips 4" (one) __|__|__*

(9) Screwdriver, phillips 8" (one) __|__|__*

(10) Pliers, lineman's (one) __|__|__*

(11) Cable cutters 14" (one)
NSN: 9Q5110-00-224-7053 __|__|__*

(12) Hacksaw (one) with six blades __|__|__*

(13) "V" blade rescue knife (one) with
quick release fastener __|__|__*

(14) Replacement "V" blades (six sets)
NSN: 9Q-5510-00-098-4326 __|__|__*

(15) Rib joint pliers 10" (water pump) (one) __|__|__*

(16) Wrench, open end adjustable 12" (one) __|__|__*

(17) Safety flashlight, two-cell (one) __|__|__*

(18) Tools stenciled or engraved with
ship's hull number and name. __|__|__*

d. Protective clothing/aluminized fire protection hot suit (two piece)

(1) Hot Suits shall conform to current NFPA
standards __|__|__*

(2) Required number of hot suits on board
ACS: 3; LPD: 4 __|__|__*

(3) The third hot suit is ready service only,
but shall be exhibited for the AAV/ARQ __|__|__*

(4) Coats, fireman's aluminized __|__|__*

(5) Trousers, fireman's aluminized __|__|__*

(6) Gloves, fireman's aluminized __|__|__*

(7) Boots, insulated, with safety toes
and soles __|__|__*

(8) Aviator's summer gloves (one pair

per hot suit, stenciled with the ship's name or hull number) __|__|__*

(9) Flash hoods (ACS: 3; LPD: 4) __|__|__*

(10) Hot suits shall be stenciled on the inside of the suit in white paint __|__|__*

(11) Aluminized suits are stored on hangers __|__|__*

(12) Hoods, fireman's aluminized with gold flash shields __|__|__*

(13) Spare gold flash shields (two per hot suit) __|__|__*

CAUTION: Gold shields cannot be scratched or marred. Damaged shields lose 90% of their heat protection and need to be replaced immediately.

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SECTION IV: AVIATION FUEL SYSTEM FOR ACS

SHIP: USS _____

AAV EVALUATOR: _____ DATE: _____

ARQ EVALUATOR: _____ DATE: _____

		YES/NO/NA
1.	TYCOM Instructions/Publications	
	a. COMNAVSURFORINST 3700.1A	__|__|__
	b. COMNAVSURFPACINST 3710.2	__|__|__
2.	Publications	
	a. NSTM, CH. 542 Gasoline and JP-5 Fuel Systems	__|__|__
	b. NAVAIR 00-80T-109 Aircraft Refueling NATOPS Manual	__|__|__
	c. MIL-HDBK-844 (AS) Aircraft refueling Handbook	__|__|__
	d. NWP 3-04.1 Helicopter Operating Procedures for Air Capable Ships	__|__|__
	e. CINCLANTFLT/CINCPACFLTINST 4790.3 Vol. 4. Ch. 12	__|__|__
3.	Equipment Technical Manuals	
	a. Stripping pump, motor driven	__|__|__
	b. Stripping pump, hand	__|__|__
	c. Transfer pump	__|__|__
	d. Service pump	__|__|__
	e. Defuel pump	__|__|__
	f. Defuel pump, portable	__|__|__
	g. 3 port/2 way fuel/defuel valve (Cla-Val) (LPD Only)	__|__|__
	h. Transfer filter	__|__|__
	i. Service filter	__|__|__
	j. Unloader valve	__|__|__
	k. Free Water Detector(FWD) MIL-D-81227	__|__|__

l. Contaminated Fuel Detector (CFD) MIL-D-22612 Type II __|__|__

m. Combined CFD (CCFD) MIL-D-22612 Type III __|__|__

n. FSII test kit __|__|__

o. Flash Point Tester MIL-T-385/NAVIFLASH __|__|__

p. Hose Reels __|__|__

q. Nozzles (D-1, D-1R and CCR for HIFR capable ships) (LESS LPD) __|__|__

4. Formal School Requirements

a. C-821-2012 [Air Department] Shipboard Aviation Fuels Refresher Enlisted (70% of personnel assigned to the Aviation Fuels Division) (LPD ONLY) __|__|__

b. K-821-2142 [Engineering Department] Propulsion Fuels/Oils and JP-5 Fuel System/Fuel Testing (LESS LPD)

Officer (1) __|__|__

Enlisted (2) __|__|__

5. AFOSS Check the ship’s annual AFOSS/verification __|__|__

NOTE: Ship message to TYCOM

6. Logs/Records

a. Filter/Separator (Transfer/Service) Differential Pressure Record __|__|__*

b. Aviation Fuel Quality Surveillance Log __|__|__*

c. Aviation Fuel Monthly Contamination Fuel Detector Correlation Log __|__|__*

d. Aviation Fuel Monthly B/2 Test Kit (FSII) Correlation Log __|__|__*

e. Aviation Fuel Quality Laboratory Report Form __|__|__*

f. Equipment Run Logs __|__|__*

g. Delivery and UNREP Log __|__|__*

h. Fuel logs shall be checked and signed off daily by the Workcenter Supervisor/CPO/Maintenance Officer/ MPA verifying logs are correct and up to date. __|__|__*

7. Maintenance

a. Check that Schedule Aids are being followed and lined-out MRCs are accurate for the MIPs listed below.

(1) MIP 5420/006, Aviation and General Purpose Fuels (applicable to ACS less LPD/AGF) __|__|__

(2) MIP 5420/007, Aviation and General Purpose __|__|__

(3) MIP 6653/002, Test Equipment-Aviation Fuel __|__|__

8. Consumables/Ready Service Spares

a. Detector pad, free water __|__|__*

b. Filter, Millipore __|__|__*

c. Filters, Wratten set __|__|__*

d. Spare standards, FWD __|__|__*

e. Can, safety 5 gal __|__|__*

f. Filter elements __|__|__*

g. Kit, N-Dodecane/Propane Gas __|__|__*

h. D-1R Nozzle (1) __|__|__*

i. DETECTOR-COMB CONT FUEL (1) __|__|__*

j. Ground wire (1) __|__|__*

NOTE: Quantities will reflect the ship’s AEL.

9. Fuels Lab

a. Free Water Detector (FWD) for free water measurement – Combined Contaminated Fuel Detector (CCFD) or suitable substitute __|__|__*

b. FWD provided with current standard (IAW PMS) __|__|__*

c. FWD in good serviceable condition __|__|__*

d. Contaminated Fuel Detector (CFD) for solid measurement - CCFD suitable substitute Stenciled “For JP-5 use only” __|__|__*

e. CFD/CCFD calibrated (IAW PMS) __|__|__*

f. CFD/CCFD in good serviceable condition __|__|__*

g. B/2 anti-icing additive test kit __|__|__*

h. Is space well ventilated? __|__|__

i. Is there a facility for washing and drying bottles? __|__|__

j. CO2/PKP bottle located within vicinity of lab __|__|__*

k. Eye wash station located within vicinity of lab __|__|__*

l. Test Purity utilizing the CCFD, fuel shall conform to NWP 3-04.1 and NAVAIR 00-80T-109 (i.e. solid contamination 2 mg/l max; water content 5 ppm max. __|__|__*

m. Test fuel using the B-2 Anti Icing Test Kit, minimum use level for USN/SH-60 is 0.03 %/vol FSII content 0.07 min - 0.20 max %/vol) __|__|__*

n. Test flash point utilizing NAVIFLASH or PENSKY-MARTENS flash point tester __|__|__*

SECTION V: PQS/SCHOOLS/QUALIFICATIONS FOR AAS

SHIP: USS _____

AAV EVALUATOR _____ DATE _____

ARQ EVALUATOR _____ DATE _____

	YES/NO/NA
1. Aviation Facility Binder	
a. Minimum entries per enclosure (3)	__|__|__
2. Aviation Readiness Qualification (ARQ) Program	
a. COMNAVSURFORINST 3700.1A	__|__|__
b. Previous AAV/ARQ Results	__|__|__
c. Aviation related messages/lessons learned	__|__|__
3. Certification Programs	
a. Current AVCERT message	__|__|__*
b. Current TYCOM SAR message	__|__|__*
4. Shipboard Aviation Standard Operating Procedures	
a. Ship's SOP tailored to suit individual unit capabilities (Minimum entries per enclosure (2))	__|__|__
b. Flight quarters roster/billets with roster (Copy for ATG)	__|__|__
c. FOD council	__|__|__
5. PQS/Formal Schools/Training	
a. FOD Council designated by letter or notice	__|__|__
b. Glide Slope Technician (one) (C-670-2013)(NEC: 4758)	
Name: _____	__|__|__
c. V/STOL/CAI Mod II Technician	
Name: _____	__|__|__
6. Flight Deck Training Requirements	
a. Aviation firefighting lectures	

for V-1 and V-3 Personnel __|__|__*

b. Continuous on-the-job training lecture series __|__|__

c. Long and short range training plan __|__|__

d. Crash and salvage crew lecture training and drills

(1) Crash crew continuous on-the-job training lecture series (per NAVAIR 00-80R-14 Chap 8) (e.g. aircraft entry, hazardous ordnance/weapons cooling, composite materials clean up, etc.) __|__|__

(2) SCBA usage and maintenance __|__|__

(3) Flight deck safety __|__|__

(4) Crash and salvage tools and equipment __|__|__

(5) Aviation firefighting drills conducted and documented: muster sheets, records (Example FXP-4: MOB-D-18-SF, MOB-D-27-SF) (Drills: two per month) __|__|__

(6) Long and short range training plans __|__|__

(7) Flight deck crew training per NWP 3-04.1 Chapter 1 __|__|__

7. Publications

a. Ship has established a NAVAIR publication account per NAVAIR 00-25-100 __|__|__

(1) Ship's NAVAIR Publication account number is _____

b. List of required publications and instructions __|__|__

c. Phone numbers for assistance with NAVAIR publications __|__|__

d. COMNAVSURFLANT ships refer to CNSL NOTICE 3710 __|__|__

e. Aircraft Hand Signal Chart available for LSE use __|__|__

f. COMNAVSURFPAC/COMNAVAIRPAC INST 3710.3A, Flight Demonstrations (dated 20 Jul 99) __|__|__

g. NAVAIR 00-25-100, NAVAIRSYSCOM Tech Manual Program (dated 01 Oct 97) __|__|__

h. NAVAIR 00-80R-14, NATOPS Aircraft Fire Fighting and Rescue Manual (dated 01 Nov 96) __|__|__

i. NAVAIR 00-80R-14-1, NATOPS U.S. Navy Aircraft Emergency Rescue Information Manual (dated 15 Apr 97) __|__|__

j. NAVAIR 00-80T-113, Aircraft Signals NATOPS Manual (dated 01 Oct 97) __|__|__

k. NAVSEA Tech Manual S9086-VG-STM-010, Chapter 634, Deck Coverings (Non-skid Procedures) Rev 2 (dated 01 Sep 99) __|__|__

l. NWP 4-01.4 Replenishment at Sea (dated AUG 96) with Urgent Change 2 (COMNAVWARDEVCOMDIV 202003Z May 98) __|__|__

m. JCS Publications 3-50 & 3-50.1, Search and Rescue Manual, Vol. I & II (dated 01 Feb 91) __|__|__

n. NWP 3-50.1 (Rev A) Navy Search and Rescue (SAR) Manual (dated Mar 99) __|__|__

o. COMNAVSURFPACINST 3721.1H, TACAN Flight Inspection Requirements (dated 10 Mar 95) with Change 1 (CNSP 121428Z Jul 95) (TACAN Equipped Ship) __|__|__

p. COMNAVAIRPACINST 3750.17K, Command Attention in Aviation Safety (dated 28 Jun 94) (DET Capable ACS) __|__|__

q. COMNAVAIRLANT/COMNAVSURFLANT/COMNAVAIRPAC/ COMNAVSURFPAC INST 4420.3A Aviation Supply Support for LAMPS and VERTREP Helicopter Detachments Afloat (dated 30 May 97) __|__|__

r. NAVAIR 51-5B-2, Installation, Service, Operating and Maintenance Instruction with IPB for SGSI MK1 MOD 0 for Air Capable and Amphibious Assault Ships with Change 3 (dated 01 Feb 96) (SGSI Equipped Ship) and VSTOL 51-66-11 for Amphibious Assault Ship (dated 15 Dec 00) __|__|__

s. NAVAIR 17-1-537, Aircraft Handling and Securing Equipment (dated 01 Oct 91) with RAC-1 (dated 01 Jul 93) (Class 1, 2, 2A and 3 Ships) __|__|__

t. OPNAVINST 3710.7S General Flight and

Operating Instructions (dated 15 Nov 01) __|__|__

u. OPNAVINST 3750.6R, Naval Aviation Safety Program with Change 1 (dated 29 Nov 01) __|__|__

v. COMNAVSURFPACINST 8023.1K, Conventional Aviation Ordnance Safety and Readiness on Amphibious Aviation Ships (LHA/LHD) (dated 22 Dec 92) __|__|__

w. AV-8B/TAV-8B Shipboard Operating Bulletin 1A (dated 17 Sep 92) __|__|__

x. NAVAIR 00-80T-106, LHA/LHD/MCS NATOPS Manual (dated Jun 98) __|__|__

y. NAVAIR 00-80R-19, U.S. Navy Aircraft Crash and Salvage Operations Manual (dated 15 Apr 97) __|__|__

z. NAVAIR 51-5B-6, Installation, Service, Ops and Maintenance Inst, with IPB, for Wave-Off Lights for Aviation Facility Ships with Change 3 (dated 01 Dec 95) __|__|__

aa. NAVAIR 51-50ABA-3, Visual Landing Aids on LHA Class Ships, Operating and Maintenance Instruction with IPB with Change 4 (dated 01 Dec 94)(LHA,LHD) __|__|__

ab. Joint Pub 3-04.1, Joint Tactics, Techniques and Procedures for Shipboard Helicopter Operations (dated 10 Dec 97) __|__|__

V-1 DIVISION

POSITION	NAME	F/F DATE *	PQS DATE *	SE LIC. *	FLT DECK PHYS *	FLT DECK OBS PQS *	PRD/ EAOS
CHOCK AND CHAIN HANDLERS (301) NAVEDTRA 43434-1B					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
SOUND POWERED PHONE TALKER (302)					Y/N		
					Y/N		
AIRCRAFT ELEVATOR OPERATOR (304)					Y/N		
					Y/N		
TOWER OPERATOR (305)					Y/N		
					Y/N		
TRACTOR DRIVER (306)				Y/N	Y/N		
				Y/N	Y/N		
				Y/N	Y/N		

				Y/N	Y/N		

POSITION	NAME	F/F DATE *	PQS DATE *	FLT DECK PHYS *	FLT DECK OBS PQS *	NVG STAGE IV	PRD/ EAOS
FLIGHT DECK AIRCRAFT DIRECTOR (312)				Y/N			
				Y/N			
				Y/N			
				Y/N			
				Y/N			
				Y/N			
LANDING SIGNALMAN ENLISTED (302/304) NAVEDTRA 43436-A				Y/N			
				Y/N			
				Y/N			
				Y/N			
				Y/N			
				Y/N			
				Y/N			
				Y/N			
				Y/N			
				Y/N			
				Y/N			
				Y/N			
FLIGHT DECK FLY PETTY OFFICER (313)				Y/N			
				Y/N			
AV-8 LAUNCH OFFICER (314)				Y/N			
				Y/N			
FLIGHT DECK LPO (315)				Y/N			
FLIGHT DECK CPO (316)				Y/N			
CRASH AND SALVAGE CREWMAN (317)				Y/N			
				Y/N			
				Y/N			
				Y/N			

POSITION	NAME	F/F DATE *	PQS DATE *	SE LIC. *	FLT DECK PHYS *	FLT DECK OBS PQS *	PRD/ EAOS
CRASH FORKLIFT OPERATOR (318)				Y/N	Y/N		
				Y/N	Y/N		
CRASH CRANE OPERATOR (321)				Y/N	Y/N		
				Y/N	Y/N		
MOBILE FIRE FIGHTING VEHICLE (MFFV) P-25 (320)				Y/N	Y/N		
				Y/N	Y/N		
				Y/N	Y/N		
				Y/N	Y/N		
CRASH AND SALVAGE LPO (322)					Y/N		
CRASH AND SALVAGE CPO (323)					Y/N		
CRASH AND SALVAGE WELDERS	*						
	*						

CRASH, SALVAGE AND RESCUE CREWMEMBERS TRAINING:

PERSONNEL ASSINGED AS CRASH, SALVAGE AND RESCUE CREWMEMBERS SHALL ATTEND (AS A TEAM) THE AIRCRAFT FIREFIGHTING SHIPBOARD TEAM TRAINING COURSE C-780-2012 ONCE DURING A 24 MONTH CYCLE OR WHENEVER THE TEAM EXPERIENCES A GREATER THAN 40% TURNOVER.

TOTAL NUMBER OF PERSONNEL THAT ATTENDED COURSE C-780-2012:

_____ OUT OF_____ HAVE ATTENED.

POSITION	NAME	SCHOOL DATE *	PRD/EAOS
SEARCH AND RESCUE SWIMMER			
SGSI TECHNICIAN			

V-3 DIVISION

POSITION	NAME	F/F DATE *	PQS DATE *	SE LIC. *	FLT DECK PHYS *	FLT DECK OBS PQS *	PRD/ EAOS
CHOCK AND CHAIN HANDLER (310) NAVEDTRA 43434-1B					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
SOUND POWERED PHONE TALKER (302)					Y/N		
					Y/N		
CONFLAG STATION OPERATOR (303)					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
					Y/N		
AIRCRAFT ELEVATOR OPERATOR (304)					Y/N		
					Y/N		
TRACTOR DRIVER (306)				Y/N	Y/N		
				Y/N	Y/N		
SPOTTING DOLLY OPERATOR (307)				Y/N	Y/N		
				Y/N	Y/N		
HANGAR DECK AIRCRAFT DIRECTOR (309)					Y/N		
					Y/N		
					Y/N		
					Y/N		
HANGAR DECK LPO (310)					Y/N		
HANGAR DECK CPO (311)					Y/N		
CRASH AND SALVAGE CREWMAN (317)					Y/N		
					Y/N		

“ABH” AMPHIB REFRESHER: A MINIMUM OF 50% OF ALL ABH’S MUST ATTEND COURSE NUMBER C-604-2027. _____ **OUT OF** _____ **HAVE ATTENDED.**

V-4 DIVISION

POSITION	NAME	F/F DATE *	PQS DATE *	FLT DECK PHYS *	FLT DECK OBS PQS *	PRD/ EAOS
FUELS SECURITY (302) NAVEDTRA 43426-4C				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
REFUELING CREWMAN (303)				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		
				Y/N		

POSITION	NAME	F/F DATE *	PQS DATE *	FLT DECK PHYS *	FLT DECK OBS PQS *	PRD/ EAOS
REFUELING CREW LEADER (304)				Y/N		
				Y/N		
				Y/N		
				Y/N		
CHECKER (305)				Y/N		
QUALITY SURVEILLANCE SENTRY (306)				Y/N		
				Y/N		
CONTROL TALKER (307)				Y/N		
QUALITY SURVEILLANCE SUPERVISOR (308)				Y/N		
FLIGHT DECK FUEL REPAIRMAN (309)				Y/N		
				Y/N		
FLIGHT DECK REPAIR SUP (310)				Y/N		
JP-5 FILTER OPERATOR (311)				Y/N		
				Y/N		
JP-5 PUMP ROOM OPERATOR (313)				Y/N		
				Y/N		
				Y/N		
				Y/N		
JP-5 PUMP ROOM SUPERVISOR (316)				Y/N		
				Y/N		
FLIGHT DECK SUPERVISOR (317)				Y/N		
BELOW DECKS SUPERVISOR (318)				Y/N		
DIVISION SUPERVISOR (319)				Y/N		

SHIPBOARD AVIATION FUELS REFRESHER COURSE

***** 70% OF ALL PERSONNEL ASSIGNED TO AVIATION FUELS DIVISION MUST ATTEND COURSE C-821-2012. _____ **OUT OF** _____ **HAVE ATTENDED.**

SECTION VI: FLIGHT DECK GEAR/FIRE FIGHTING EQUIPMENT FOR AAS

SHIP: USS _____

AAV EVALUATOR: _____ DATE: _____

ARQ EVALUATOR: _____ DATE: _____

	YES/NO/NA
1. Flight Deck Condition	
a. Flight deck condition: free of JP-5, oil and grease	__|__|__
b. Flight deck free of Foreign Object Damage (FOD) materials for flight operations	__|__|__
c. Flight deck flush deck AFFF nozzles (Random visual check)	
(1) Free of debris	__|__|__
(2) Documentation that PMS has been completed (PMS MIP-5551)	__|__|__
2. Aircraft Elevators	
a. Aircraft elevator stanchions instructions and safety precautions posted OPNAVINST 5100.19D	__|__|__
3. Flight Deck Clothing	
a. Check maintenance and documentation records for MK-1 life vests. MK-1 life vests shall include: bladder, auto inflation device, cover, whistle, strobe light and dye marker. Outer covers shall be stenciled with the ship's hull number and name	__|__|__*
b. Cranials have reflective tape and velcro installed per LHA/LHD NATOPS	__|__|__*

	TOTAL ON BOARD
BLUE	_____
RED	_____
YELLOW	_____
PURPLE	_____

c. Cranials and strobe lights have velcro installed __|__|__*

	TOTAL ON BOARD
BLUE	_____
RED	_____
YELLOW	_____
PURPLE	_____

d. Jerseys (two per each MK-1, stenciled) __|__|__

e. Steel toe safety shoes (each member of the flight deck crew shall be issued safety shoes per NAVSUP PUB 485) (NWP 3-04.1) __|__|__*

4. Guidance Taxi Wands

a. Two (2) per spot with heat shrink sealing the battery compartment __|__|__

5. Support Equipment

a. NT4 Universal Tow Bar, Qty _____ __|__|__

b. Tie-downs (TD-1B) Qty _____ __|__|__
The ship's name and hull number shall be impression stamped with 3/8 inch lettering on the hand wheel assembly tensioning nut (Ref (b) and NAVAIR 17-1-537)

c. Wheel chocks (NWC-4), Qty _____ __|__|__

d. VERTREP Equipment

(1) Grounding device P/N 1610-AS-100-1 __|__|__

(2) Rubber gloves (2 pr) (Class 3, Type 1) __|__|__

e. Tow tractor A/S32A-31A __|__|__

(1) Material condition _____ __|__|__

(2) Instructions and safety precautions posted __|__|__

6. Status boards maintained on following:

a. Aircraft ordnance loads __|__|__

b. Equipment status __|__|__

c. Flight quarters check-off lists __|__|__

d. Mobile firefighting units __|__|__

e. Aircraft elevators __|__|__

7. Saltwater Fire Plugs

a. Hose rack with the required length of hose __|__|__*

b. One Vari-nozzle __|__|__*

c. Two spanner wrenches __|__|__*

d. Hose hydro test current __|__|__*

e. Good material condition __|__|__*

8. Portable Fire Extinguisher

a. One CO2 and PKP per AFFF station __|__|__*

b. One "Longhorn" fire extinguisher per spot __|__|__*

NOTE: Inspection tags on hangar and flight deck bottles shall be removed due to the FOD hazard. Plastic tamper seals shall be installed.

9. Mobile Firefighting Equipment

a. MFFV three (3) P-25s __|__|__

b. Good material condition __|__|__

c. Instructions and safety precautions posted (per GENSPECS) __|__|__

d. Jumper hose, hydro test current __|__|__

e. Gauges, calibration up to date __|__|__

10. Crash and Salvage Organization

a. Crash Bill contains the following:

(1) Launch and recovery station __|__|__

(2) Equipment operator __|__|__

(3) Equipment assignment __|__|__

b. Current Watch, Quarter, and Station Bill posted and readily accessible __|__|__

c. Personnel are qualified for assigned positions on Watch, Quarter, and Station Bill __|__|__

11. Crash and Salvage Publications

a.	Cockpit and forcible entry display charts for embarked aircraft	__|__|__
b.	NAVAIR 00-80R-14, NATOPS U.S. Navy Aircraft Firefighting and Rescue Manual (CURRENT)	__|__|__
c.	NAVAIR 00-80R-14-1, NATOPS U.S. Navy Aircraft Emergency Rescue Information Manual	__|__|__
d.	NAVAIR 00-80R-19, NATOPS U.S. Navy Aircraft Crash and Salvage Operations Manual (Afloat)	__|__|__
e.	AEL No. 2-830024032, Aircraft Crash and Rescue for LHA/LHD	__|__|__
f.	NAVSHIPS Technical Manual Ch. 555, Firefighting	__|__|__
g.	NAVAIR 00-80T-113, Aircraft Signals NATOPS Manual	__|__|__

12. Crash and Rescue tool kit

a.	Canvas tool roll (one)	__|__|__*
b.	Axe, crash (serrated)	__|__|__*
c.	Halligan tool	__|__|__*
d.	Cable cutter (14 inch)	__|__|__*
e.	Flashlight, safety, two cell	__|__|__*
f.	Hack saw (with 6 blades)	__|__|__*
g.	Knife, rescue, V-blade (12 spare blades)	__|__|__*
h.	Pliers, lineman	__|__|__*
i.	Pliers, rib joint, water pump (10 inch)	__|__|__*
j.	Quick release fastener tool	__|__|__*
k.	Saw, metal cutting	__|__|__*
l.	Ground locks for each assigned aircraft (AVCAL items)	__|__|__*
m.	Screwdriver, common (4 inch)	__|__|__*

n. Screwdriver, common (8 inch) __|__|__*

o. Screwdriver, Phillips (4 inch) __|__|__*

p. Screwdriver, Phillips (8 inch) __|__|__*

q. Wrench, vice grip (10 inch) __|__|__*

r. Wrench, adjustable (12 inch) __|__|__*

s. Tools shall be stenciled or engraved with the ship’s name or hull number. __|__|__*

13. Crash Locker. A crash locker containing the following firefighting/rescue equipment shall be maintained for emergency use only.

NOTE: Hot suits shall conform to NFPA standards (ref (l)).

a. Protective clothing/aluminized

(1) LHA/LHD: 6 complete sets __|__|__*

(2) Two additional sets are required to be maintained onboard for back-up __|__|__*

(3) Coats, fireman's aluminized __|__|__*

(4) Trousers, fireman's aluminized __|__|__*

(5) Gloves, fireman's aluminized __|__|__*

(6) Boots, insulated, with safety toes and soles __|__|__*

(7) Hoods, fireman's aluminized with gold flash shields __|__|__*

(8) Spare gold flash shields
NSN: 9D8415-00-001-6489
(two per hot suit) __|__|__*

(9) Flash hoods (8) __|__|__*

(10) Aviator's summer gloves
two (2) pair per hot suit __|__|__*

(11) Hot suits shall be stenciled on the inside of the suit with the ship’s name or hull number __|__|__*

CAUTION: Gold shields cannot be scratched or marred. Damaged shields lose 90% of their heat protection and must be replaced immediately.

b. Firefighting/rescue tools available in the crash locker

(1) Two 15 lb. CO2 extinguishers __|__|__*

(2) Two 18 lb. PKP extinguishers __|__|__*

(3) One pair cable cutters (14 inch) __|__|__*

(4) One Halligan tool __|__|__*

(5) One bolt cutters __|__|__*

(6) One side cutting pliers (ten inch) __|__|__*

(7) Two pliers (six inch and ten inch) __|__|__*

(8) One ball peen hammer (1-1/2 lb.) __|__|__*

(9) Drift punch __|__|__*

(10) Two hack saws (12 spare blades) __|__|__*

(11) Two fire axes __|__|__*

(12) Ground locks for each type of aircraft embarked __|__|__*

(13) Two pry bars (36 inch and 60 inch) __|__|__*

(14) One pinch bar (26 inch) __|__|__*

(15) One complete 1/2 inch drive socket set __|__|__*

(16) Two Reed and Prince screwdrivers (one 8 inch and one 12 inch) __|__|__*

(17) One each common screwdrivers (8 inch and 12 inch) __|__|__*

(18) Two V-Blade rescue knives and 12 sets of spare blades __|__|__*

(19) One 4 lb. grappling hook trailed with a 12 ft. chain __|__|__*

(20) Two safety flashlights __|__|__*

(21) Two each 3/8-inch speed handles with various Reed and Prince, Phillips, and High Torque adapters __|__|__*

(22) Two gasoline portable forcible entry saws (with ten spare blades) __|__|__*

(23) One battery powered megaphone __|__|__*

(24) One 10K port-a-power jack __|__|__*

(25) Four complete positive pressure self-contained breathing apparatus with four spare bottles __|__|__*

(26) Four kapok filled life jackets __|__|__*

(27) Four each safety harnesses (with tending lines) (100 ft. 1/2 inch or 3/4 inch diameter) __|__|__*

(28) Torque wrench (150-190 lb. ft.) __|__|__*

(29) Cutting equipment consisting of the following:

- (a) One cylinder acetylene __|__|__*
- (b) One cylinder oxygen __|__|__*
- (c) Two regulators __|__|__*
- (d) One length twin hose __|__|__*
- (e) Two torches/various tips __|__|__*
- (f) Spark lighter __|__|__*
- (g) Goggles with filter lens __|__|__*
- (h) Protective clothing __|__|__*
- (i) Hand cart __|__|__*

(30) Welding equipment consisting of the following (ref (a)):

- (a) Variable voltage regulator __|__|__*
- (b) Electrode holders __|__|__*
- (c) Ground plate __|__|__*
- (d) Welding electrodes __|__|__*
- (e) Electrode container __|__|__*
- (f) Wire brush/chipping hammer __|__|__*
- (g) Welding hood with filter lens __|__|__*

(31) Various block and tackle (ref: AEL 2-830024032) __|__|__*

(32) Manila line (ref (a))

(a) Four 50 ft. lines, 1/2 or 3/4 inch diameter __|__|__*

(b) Four 100 ft. lines, 1/2 or 3/4 inch diameter __|__|__*

(33) Eight 10,000 lb. nylon straps __|__|__*

(34) 12 TD-1 tiedowns __|__|__*

(35) Spare 1-1/2 and 2-1/2 inch fire hoses (2 each) __|__|__*

(36) Spare vari-nozzle __|__|__*

(37) Two hose control devices with vari-nozzles attached __|__|__*

14. Fire Fighting, Rescue, Salvage Equipment

a. Aircraft crash crane __|__|__

b. Crash fork lift __|__|__*

c. Rescue basket (weight test) __|__|__

d. Finger Booms (weight test) __|__|__

e. Padded pallet __|__|__

f. Belly straps per NAVAIR 00-80R-19; two each (20', 30', 40' and 50') __|__|__

g. Crash dollies with pads __|__|__

h. Universal salvage harness P/N 1359AS600-1 __|__|__

i. AH-1W clevis with hoisting cable P/N T101897 __|__|__

j. UH-1N clevis with hoisting cable P/N 204-011-178-1 __|__|__

k. H-46 hoisting sling P/N A02G1348-1 __|__|__

l. Static discharge grounding wand __|__|__

m. Type 1, Class 3 rubber gloves __|__|__

15. Day and Night AV-8 Tote Boards

a. Aircraft side number __|__|__

b. Nozzle setting __|__|__

c. Trim setting __|__|__

d. Gross weight __|__|__

e. Water (wet/dry) __|__|__

f. Means of lighting for night operations __|__|__

g. Take off distance __|__|__

16. Hangar Deck Condition

a. Hangar deck condition: free of JP-5, oil, and grease __|__|__

b. Hangar deck free of Foreign Object Damage (FOD) materials __|__|__

17. Hangar Deck Status Board

a. Equipment __|__|__

b. Aircraft __|__|__

18. Hangar Deck Protective Clothing

a. LHA/LHD: 5 complete sets of hot suits __|__|__*

b. One additional backup hot-suit is required __|__|__*

c. Coats, fireman's aluminized __|__|__*

d. Trousers, fireman's aluminized __|__|__*

e. Gloves, fireman's aluminized __|__|__*

f. Boots, insulated with safety toes and soles __|__|__*

g. Hoods, fireman's aluminized with gold flash shields __|__|__*

h. Spare gold flash shields, two (2) per hot suit __|__|__*

i. Flash hoods (6) __|__|__*

j. Aviator's summer gloves, two (2) pair per hot suit __|__|__*

k. Hot suits shall be stenciled on the inside of the suit with the ship’s hull number or name __|__|__*

l. Two complete positive pressure self-contained breathing apparatus with two spare bottles __|__|__*

m. PMS coverage __|__|__

n. Documentation of training __|__|__

19. Hangar Deck Crash and Rescue Tool Kit

a. Canvas tool roll (one) __|__|__*

b. Axe, crash (serrated) __|__|__*

c. Halligan tool __|__|__*

d. Cable cutter __|__|__*

e. Flashlight, safety, two cell __|__|__*

f. Hack saw (with 6 blades) __|__|__*

g. Knife, rescue, V-blade (12 spare blades) __|__|__*

h. Pliers, lineman __|__|__*

i. Pliers, rib joint, water pump (10 inch) __|__|__*

j. Quick release fastener tool __|__|__*

k. Saw, metal cutting __|__|__*

l. Screwdriver, common (4 inch) __|__|__*

m. Screwdriver, common (8 inch) __|__|__*

n. Screwdriver, Phillips (4 inch) __|__|__*

o. Screwdriver, Phillips (8 inch) __|__|__*

p. Wrench, vice grip (10 inch) __|__|__*

q. Wrench, adjustable (12 inch) __|__|__*

r. Tools shall be stenciled or engraved with the ship’s hull number or name __|__|__*

20. Hangar Deck Applicable Clothing

a. Inflatable life jackets (MK-1), shall include: bladder, auto inflation device, cover, whistle, strobe light and dye marker. Outer covers shall be stenciled with the ship’s hull number or name. (Ref (b) and PMS) __|__|__*

	TOTAL (V-3)	ON BOARD	
	BLUE	_____	
	RED	_____	
	YELLOW	_____	__|__|__

b. Maintenance documentation records for MK-1 life vest PMS (MIP-5832) __|__|__

c. Cranials have reflective tape per LHA/LHD NATOPS __|__|__

	(V-3) TOTAL	ON BOARD
	BLUE	_____
	YELLOW	_____
	COMBAT CARGO	_____
	RED	_____

d. Jerseys (two per each MK-1, stenciled) (AEL) __|__|__

e. Steel toed safety shoes (each member of the flight/hanger deck crew shall be issued safety shoes per NAVSUP PUB 485) __|__|__*

21. Ground Support Equipment - Hangar

a. Tie-downs (TD-1B) Qty _____. The ship's hull number or name shall be impression stamped with 3/8inch lettering on the hand wheel assembly tensioning nut (NAVAIR 17-1-537) __|__|__

Material condition _____

b. Towing bar __|__|__

NT4 Universal Tow Bar __|__|__

c. Spotting dollies __|__|__

(1) Material condition _____ __|__|__

(2) Instructions and safety precautions posted (Ref: OPNAVINST 5100.19D) __|__|__

d. Wheel chocks, NWC-4 Qty _____ __|__|__

22. Hangar Deck Fire Protection

a. Salt water fire plugs

(1) Hose rack with the required length of hose __|__|__

(2) One vari-nozzle or Navy all purpose nozzle __|__|__

(3) Two spanner wrenches __|__|__

(4) Hydrostatic test current __|__|__

(5) Equipment list posted __|__|__

b. Portable fire extinguishers

(1) One CO2 and one PKP extinguisher per AFFF station __|__|__*

(2) One "Longhorn" extinguisher __|__|__*

NOTE: Inspection tags on hanger and flight deck bottles shall be removed due to the FOD hazard. Plastic tamper seals shall be installed.

SECTION VII: AVIATION FUEL SYSTEM FOR AAS

SHIP: USS _____

AAV EVALUATOR: _____ DATE: _____

ARQ EVALUATOR: _____ DATE: _____

	YES/NO/NA
1. TYCOM Instructions/Publications	
a. COMNAVSURFORINST 3700.1A	__|__|__
b. COMNAVSURFPACINST 3100.3G LHA/LHD Air Dept Standard Operating Procedure	__|__|__
2. Publications	
a. NSTM, Chapter 542 Revision 3 Gasoline and JP-5 Fuel Systems	__|__|__
b. NAVAIR 00-80T-109, Aircraft Refueling NATOPS Manual	__|__|__
c. MIL-HDBK-844 (AS), Aircraft Refueling Handbook	__|__|__
d. NWP 3-04.1, Helicopter Operating Procedures for Air-Capable Ships	__|__|__
e. CINCLANTFLT/CINCPACFLTINST 4790.3 Vol. 4. Ch. 12, Metrology and Calibration Program	__|__|__
3. Equipment Technical Manuals	
a. Stripping pump, motor driven	__|__|__
b. Stripping pump, hand	__|__|__
c. Transfer pump	__|__|__
d. Service pump	__|__|__
e. Defuel pump	__|__|__
f. Defuel pump, portable	__|__|__
g. 3 port/2 way fuel/defuel valve (Cla-Val)	__|__|__
h. Purifier	__|__|__
i. Transfer filter	__|__|__
j. Service filter	__|__|__

k. Free Water Detector (FWD) MIL-D-81227 __|__|__

l. Contaminated Fuel Detector (CFD) MIL-D-22612 Type II __|__|__

m. Combined CFD (CCFD) MIL-D-22612 Type III __|__|__

n. FSII test kit __|__|__

o. Flash Point Tester MIL-T-385/NAVIFLASH __|__|__

4. Formal School Requirements

a. C-821-2012 [Air Department] Shipboard Aviation Fuels Refresher Enlisted (70% of personnel assigned to the Aviation Fuels Division) __|__|__

5. Fuels Lab

a. Free Water Detector (FWD) for free water measurement - Combined Contaminated Fuel Detector (CCFD) or suitable substitute __|__|__*

b. FWD provided with current standard (IAW PMS) __|__|__*

c. FWD in good serviceable condition __|__|__*

d. Contaminated Fuel Detector (CFD) for solid measurement - CCFD suitable substitute __|__|__*

e. CFD/CCFD calibrated (IAW PMS) __|__|__*

f. CFD/CCFD in good serviceable condition __|__|__*

g. B/2 anti-icing additive test kit __|__|__*

h. Fuel sampling kits (NSN 9Q 8115-00-719-4111) provided __|__|__

i. Is the space well ventilated? __|__|__

j. Is there a facility for washing and drying bottles? __|__|__

k. Is there a CO2/PKP fire bottle located in the vicinity of the lab? __|__|__*

l. Is there an eyewash station located within the vicinity of the lab? __|__|__*

m. Test Purity utilizing the CCFD; fuel shall conform to NWP 3-04.1 and NAVAIR 00-80T-109 (i.e. solid contamination 2 mg/l max; water content 5 ppm max. __|__|__*

n. Test fuel using the B-2 Anti Icing Test Kit; minimum use level for USN/SH-60 is 0.03 %/vol.) FSII content 0.07 min - 0.20 max %/vol.) __|__|__*

o. Test flash point utilizing NAVIFLASH flash point tester or PENSKY-MARTENS __|__|__*

6. Logs/Records

a. Filter/Separator (Transfer/Service) Differential Pressure Record __|__|__*

b. Aviation Fuel Quality Surveillance Log __|__|__*

c. Aviation Fuel Monthly Contamination Fuel Detector Correlation Log __|__|__*

d. Aviation Fuel Monthly B/2 Test Kit (FSII) Correlation Log __|__|__*

e. Aviation Fuel Quality Laboratory Report Form __|__|__*

f. Equipment Run Logs __|__|__*

g. Delivery and UNREP Log __|__|__*

h. Fuel logs shall be checked and signed off daily by the Workcenter Supervisor/CPO/Maintenance Officer/ MPA verifying logs are correct and up to date. __|__|__*

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SECTION VIII: DRILLS - CRASH/FIRE (ACS)

1. Purpose. Upon completion of this drill the ship will have exercised:

    a. Flight Deck Fire Party Organization
    b. Firefighting equipment use
    c. Firefighting techniques
    d. Rescue and handling of personnel casualties

2. Procedures.

    a. Composition of Fire Party
        (1) Scene leader (experienced, aggressive P.O.)
        (2) Messenger/phone talker (with a long phone lead)
        (3) Hospital corpsman
        (4) Two hose teams (composed in accordance with NWP 3-04.1 and NAVAIR 00-80R-14)

    b. Required equipment
        (1) Two AFFF hoses complete with 125/250 gpm Vari nozzles or type B nozzle with stream shapers (not charged)
        (2) Two salt water hoses with applicators or 125/250 gpm Vari nozzles (charged)
        (3) Two hotsuitmen properly dressed and equipped, for rescue of personnel:
            (a) Firefighters boots
            (b) Coat
            (c) Pants
            (d) Gloves
            (e) Helmets
            (f) V-Blade knife
        (4) Crash kit in roll
        (5) CO2/PKP bottles (one of each)
        (6) Spare hoses (2)

EVALUATION

Assume that the helicopter has crashed, fuel tanks have ruptured and spread inside the helicopter and the surrounding area engulfing the helicopter in flames.

When crash occurs or when crash alarm sounds, all exposed personnel take cover and remain covered until aircraft has come to rest, or “all clear” is sounded.

Marking Factors	Maximum Credit/Score
1. When the crash alarm stops or when the all clear is sounded, the primary team shall attack the fire and the secondary team leader shall organize a team and equipment. (If foam canon is provided, it may be used to assist in effecting a rescue path while organizing a secondary team.)	10 _____
2. Both teams (primary and secondary) work as one unit,	

and are directed by the scene leader 20 _____

a. Phone talker/messenger will receive and transmit to scene leader the following information:

(1) Number of souls on board

(2) Location of souls

(3) Fuel state

(4) Wind factor

3. Fight the helicopter fire from forward to aft and out. (Push the fire back and away from the helicopter.) 5 _____

4. When rescue path is established, the scene leader shall send hotsuitmen in for rescue of personnel and pass the word to the bridge and DCC. 25 _____

a. Hotsuitmen remain as a pair

b. Check surrounding area for casualties (flight deck, catwalks, etc.)

c. Hose teams will not wet down hotsuitmen unless absolutely necessary

d. Hotsuitmen use the standard fireman’s carry when removing casualties

e. Hotsuitmen will report all casualties to scene leader who will then report it via phone talker to the bridge and DCC

f. All firefighters will face the fire at all times

g. Hotsuitmen will check aircraft battery switches, fuel throttle, etc., after rescue is complete

5. When rescue is complete, scene leader will notify bridge and DCC of rescue completion. 5 _____

6. After all casualties have been accounted for, the scene leader will continue to fight the fire with both hose teams 5 _____

7. When the fire is out the scene leader will: 10 _____

a. Notify the bridge and DCC via the messenger that the fire is out

b. Overhaul the fire. Hotsuitmen recheck inside and adjacent areas of helicopter for smoldering fires, recheck battery switches, fuel throttle, etc. (Carry extinguisher and halligan tool.)

c. Set the reflash watch (back one hose team our of area of reflash and have them standby

8. Scene leader report damage to helicopter and flight deck and make recommendations to bridge and DCC 5 _____

9. Scene leader give bridge an estimated time to get a clear/secure deck 5 _____

10. Restow all gear 5 _____

11. Debrief – A debrief will be conducted after all gear has been restowed, emphasizing both correct/incorrect procedures 5 _____

Maximum Score: 100 Total Score: _____

Observer's Remarks:

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SECTION IX: DRILLS - CRASH/FIRE (AAS)

1. Purpose. Train ship's personnel in the rescue of the crew from a crashed aircraft; containment and extinguishment of fire resulting from an aircraft crash or incident; and the expeditious removal from the landing area/catwalks using the crash crane and/or crash forklift. All pre-planning and training shall be directed toward providing minimum initial response to each drill scenario.

2. Requirements. Three phases are required to complete the exercise for ships where crash/salvage equipment is on board: Phase I, aircraft fires; Phase II, incident to exercise crash forklift; Phase III, incident to exercise crash crane; or until proficient in all phases of aircraft crash/fires.

3. Procedures. Designate an aircraft to simulate a crash or fire incident and personnel casualty.

    a. Flight Deck Crew - Establish fire containment; and extinguishment of fire.

    b. Crash & Salvage Crew - Establish rescue, conduct overhaul and aircraft salvage.

EVALUATION

Marking Factors	Maximum Credit/Score
PHASE I	
1. Minimum initial response *(10)*	
a. Personnel (i.e. scene leader, hose team leader, rescuemen)	5 _____
b. Equipment (i.e. MFFV, 4 AFFF hoses, 2 stretchers, 4 hose control devices (two 2 1/2" and two 1 1/2"), and 2 fire extinguishers (PKP/Halon/CO2)	5 _____
2. Scene leader *(10)*	
a. Maintain control	3 _____
b. Knowledgeable and aggressive	3 _____
c. Communications/reports	4 _____
3. Hose teams *(10)*	
a. Properly manned/positioned	2 _____
b. Effective and aggressive	2 _____
c. Positive direction from hose team leader	2 _____

d. Communications/reports	2 _____
e. Relieve nozzleman	2 _____
4. Personnel manning AFFF stations and MFFV knowledgeable in operating procedures *(5)*	
a. AFFF station	3 _____
b. MFFV	2 _____
5. Rescue procedures *(25)*	
a. Respond in proper attire	5 _____
b. Entry procedures - knowledgeable in cockpit entry (normal/manual/forcible/emergency)	5 _____
c. Crew release/removal - personnel services connections/ejection seat safety/emergency release	5 _____
d. Deactivation of: engine, oxygen system, batteries, and APUs	5 _____
e. Forklift	5 _____
6. Background assistance leader *(10)*	
a. Organize and dispatch background assistance personnel as required	5 _____
b. Background hoses manned and standing by	5 _____
7. Casualties removed from the scene; triage area identified *(5)*	5 _____
8. Overhaul procedures *(5)*	5 _____
9. Turnover report, estimated damage, ETR, FOD walkdown, and casualty reports complete *(10)*	10 _____
10. Safety precautions observed during the drill *(10)*	10 _____

Maximum Score: 100 Total Score: _____

Observer's Remarks:

PHASE II – AIRCRAFT SALVAGE USING CRASH FORKLIFT

1.	Time *(30)*	30 _____
	a. For aircraft collapsed gear, 5-minute time will score 30 points	
	b. Each 20 seconds used over 5 minutes will be –5 points	
	c. Any time over 7 minutes will result in an unsatisfactory drill	
2.	Organization *(25)*	
	a. Crash and salvage forklift, crash dollies, and associated equipment maintained in a constant state of readiness and readily available for immediate response to the scene	5 _____
	b. Crash team leader coordinates equipment response to prevent interference with firefighting; has available information for aircraft weights and fuel/ordnance loads	10 _____
	c. Crash and salvage team demonstrated a working knowledge of procedures and equipment	10 _____
3.	Procedures *(35)*	35 _____
	a. Timely response of equipment to scene	5 _____
	b. Aircraft immediately secured/downlocks installed	5 _____
	c. Crash forklift and padding properly positioned to lift the aircraft on a dolly	5 _____
	e. Crash team leader is knowledgeable and coordinates the exercise, establishes ETR, and maintains progress reports	10 _____
	f. Background assistance provides support personnel as required, conducts FOD walkdown	5 _____
4.	Safety *(10)*	10 _____
	a. Exercise caution to prevent damage to aircraft and personnel.	

Maximum Score: 100 Total Score: _____

Observer's Remarks:

PHASE III – AIRCRAFT SALVAGE - CRASH CRANE

1. Time *(30)* 30 _____

    a. For aircraft in a catwalk or with all gear collapsed, 10-minute time will score 30 points

    b. Each 20 seconds used over 10 minutes will be –5 points

    c. Any time over 12 minutes will result in an unsatisfactory drill

2. Organization *(25)*

    a. Crash and salvage crash crane, crash dollies, and associated equipment are maintained in a constant state of readiness and readily available for immediate response to the scene 5 _____

    b. Crash team leader coordinates equipment response to prevent interference with firefighting; has available information for aircraft weights and fuel/ordnance loads 10 _____

    c. Crash and salvage team demonstrated a working knowledge of procedures and equipment 10 _____

3. Procedures *(35)*

    a. Timely response of equipment to scene 2 _____

    b. Aircraft immediately secured/downlocks installed 3 _____

    c. Crash crane properly positioned to lift aircraft 5 _____

    d. Aircraft sling/hoisting straps properly installed/positioned 10 _____

    e. Crash team leader is knowledgeable and coordinates the exercise - establishes ETR, and maintains progress reports 10 _____

    f. Background assistance provides support personnel as required; conducts FOD walkdown 5 _____

4. Safety *(10)*

    a. Exercise caution to prevent damage to aircraft and personnel. 10 _____

Maximum Score: 100 Total Score: _____

Observer's Comments:

SECTION X: DRILLS – CRASH/FIRE (HANGAR DECK)

1. Purpose. Train ship's personnel in the rescue of personnel and extinguishment of an aircraft fire on the hangar deck.

2. Requirements.

   a. Simulation of aircraft on fire on the hangar deck.

   b. Two drills are required.

3. Procedures. Designate an aircraft on the hangar deck to simulate a fire.

EVALUATION

Marking Factors	Maximum Credit/Score
1. Minimum initial response *(10)*	
a. Personnel (i.e. scene leader, hose team leader, rescuemen)	5 _____
b. Equipment (i.e. 4 AFFF hoses, 2 stretchers, 2 spare hoses, and 2 fire extinguishers, PKP/Halon/CO2)	5 _____
2. Scene leader *(15)*	
a. Maintains control	5 _____
b. Knowledgeable and aggressive	3 _____
c. Communications/reports	4 _____
d. Close all hatches and doors	3 _____
3. Hose teams *(10)*	
a. Properly manned/positioned	2 _____
b. Effective and aggressive	2 _____
c. Positive direction from hose team leader	2 _____
d. Communications/reports	2 _____
e. Relieve nozzleman	2 _____
4. AFFF stations properly manned, knowledgeable in operation and equipment *(5)*	5 _____
5. Rescue procedures *(12)*	
a. Respond in proper attire	4 _____

b. Entry procedures - knowledgeable in cockpit entry (normal/manual/forcible/emergency) 2 _____

c. Check the surrounding area 2 _____

d. Deactivation of: engine, oxygen system, batteries, and APUs 2 _____

e. Casualties removed from the scene; triage area identified 2 _____

6. Background assistance leader *(20)*

a. Organize and dispatch background assistance personnel as required 5 _____

b. Background hoses manned and standing by 5 _____

c. Identify (i.e. Repair locker...) 5 _____

d. Properly utilized, relief of initial response team 5 _____

7. Overhaul procedures *(3)* 3 _____

8. Conflagration watch properly manned, knowledgeable in operation and equipment *(5)* 5 _____

9. Back-up firefighting team (i.e. repair locker) *(10)*

a. Identify 2 _____

b. Properly manned/attired (to include breathing apparatus) 4 _____

c. Properly utilized; relief of initial response team 4 _____

10. Safety precautions observed during the drill *(10)* 10 _____

Maximum Score: 100 Total Score: _____

Observer's Remarks:

SECTION XI: DRILLS - FUELS

1. Purpose. Train Air Department Aviation Fuels personnel in aviation fuel system casualties.

2. Requirements. A V-4 division emergency drill consisting of four independent phases. The four phases will be initiated one at a time by the announcement of verbal orders from an observer. Four phases are required to complete the exercise. The phases do not need to be conducted in any regular sequence, nor on the same day, and may be reported separately as flight deck, hangar deck, pump room, and filter room.

3. Procedures

   a. Designate a casualty to the aviation fuel system.

   b. Aviation Fuels Crew: locate, report, isolate, and correct casualty.

EVALUATION

Marking Factors	Maximum Credit/Score
PHASE I - FLIGHT DECK	
1. Did aviation fuels control dispatch investigators? *(10)*	10 _____
2. Did the investigators find all casualties within a reasonable time (10 minutes for amphibious ships)? Deduct one point for each minute after the established time. *(10)*	10 _____
3. Did investigators make complete and accurate reports? *(5)*	5 _____
4. Was the casualty isolated? *(15)*	
a. Emergency drain back (if required)	5 _____
b. Isolate casualty, leaving as much of system operable as possible	10 _____
5. Repairman *(30)*	
a. Was communication established? (runner/sound-powered phones)	15 _____
b. Were safety precautions followed?	5 _____
c. Was time required to effect repairs estimated?	5 _____
d. Were adequate repair tools available?	5 _____
6. Did aviation fuels control monitor investigation/repair and provide progress status reports? *(5)*	5 _____

7. Did the aviation fuels maintenance officer/aircraft handling officer/air officer receive accurate reports? *(5)* 5 _____

8. Were fuel quality control procedures adhered to? *(20)*

   a. Were samples taken as required? 10 _____

   b. Were acceptable samples results obtained? 10 _____

Maximum Score: 100 Total Score: _____

Observer's Remarks:

PHASE II - HANGAR DECK

1. Did aviation fuels control dispatch investigators? *(10)* 10 _____

2. Did the investigators find all casualties within a reasonable time (15 minutes)? Deduct one point for each minute after the established time. *(10)* 10 _____

3. Did investigators make complete and accurate reports? *(5)* 5 _____

4. Was the casualty isolated? *(15)*

   a. Emergency drain back (if required) 5 _____

   b. Isolate casualty, leaving as much of system operable as possible 10 _____

5. Aviation Fuels Repairman *(30)*

   a. Was communication established? (runner/ sound-powered phones) 15 _____

   b. Were safety precautions followed? 5 _____

   c. Was time required to effect repairs estimated? 5 _____

   d. Were adequate repair tools available? 5 _____

6. Did aviation fuels control monitor investigation/repair and provide progress status reports? *(5)* 5 _____

7. Did the aviation fuels maintenance officer/aircraft handling officer/air officer receive accurate reports? *(5)* 5 _____

8. Were fuel quality control procedures adhered to? *(20)*

   a. Were samples taken as required? 10 _____

   b. Were acceptable results obtained? 10 _____

Maximum Score: 100 Total Score _____

Observer's Remarks:

PHASE III - PUMP ROOM

1. Was the casualty isolated? *(20)*

    a. Emergency drain back (if required) 10 _____

    b. Isolate casualty, leaving as much of system operable as possible 10 _____

2. Were quality control procedures adhered to? *(30)*

    a. Were samples taken as required? 15 _____

    b. Were acceptable results obtained? (If no samples are taken, phase is considered unsatisfactory) 15 _____

NOTE: If the time to complete numbers 1 and 2 exceed 15 minutes, this drill will be considered unsatisfactory.

3. Was the aviation fuels control/aircraft handling officer/CPO kept informed and repair estimates provided? *(10)* 10 _____

4. Was the type of problem determined and corrected? *(20)* 20 _____

5. Were safety precautions observed? *(20)* 20 _____

Maximum Score: 100 Total Score: _____

Observer's Remarks:

PHASE IV - FILTER ROOM

1. Was filter properly secured after casualty? 5 _____

    a. Was the casualty isolated? 5 _____

    b. Emergency drain back (if required) 5 _____

    c. Isolate casualty, leaving as much of system operable as possible 5 _____

2. Was another filter put into operation within a reasonable time? (7 minutes) If the time to complete numbers 1 and 2 exceeds 10 minutes, this drill will be considered unsatisfactory. Deduct 5 points for every minute after 7 minutes. 20 _____

3. Were quality control procedures adhered to? 5 _____

    a. Were samples taken as required? 10 _____

b. Were acceptable results obtained? (If no samples are taken, the phase is considered unsatisfactory) 5 _____

4. Was fuel control kept informed? 10 _____

5. Was the aircraft handling officer/CPO kept informed? 10 _____

6. Was the type of problem determined and corrected? 10 _____

7. Were safety precautions observed? 10 _____

Maximum Score: 100 Total Score: _____

NOTE: All fuel system alignments and equipment light-off procedures will be in accordance with current AFOSS or Ship's Information Book.

NOTE: The final drill grade will be computed by averaging the score of the phase attempted; a minimum of three phases is required.

1. Flight deck 100
2. Flight deck (ACS) 100
3. Hangar deck 100
4. Pump room 100
5. Filter 100

Observer's Remarks:

SECTION XII: AVIATION FACILITY CERTIFICATION (AVCERT)

		YES/NO/NA
1.	Flight Deck Non-Skid	
a.	Is the non-skid gray compound installed properly?	__|__|__
b.	Are non-skid color markings made according to current VLA guidance?	__|__|__
c.	Is the non-skid profile acceptable, with adequate slip resistance maintained for personnel and material safety?	__|__|__
d.	Does non-skid maintain proper adhesion? (Pay particular attention to flaking/delamination around padeyes, deck fixtures, lights, and edges of non-skid.)	__|__|__
e.	Does non-skid show any evidence of excessive rust bleed-through? (Defined as rust from underlying deck surface to the non-skid surface.)	__|__|__
f.	Is non-skid free of JP-5, oil, and grease?	__|__|__
g.	Is the flight deck free of all unauthorized painting, color topping, or deck wash?	__|__|__

NOTE: Any painting or color topping of non-skid other than VLA is strictly prohibited.

2.	Fight Deck Safety Nets and Life Lines	
a.	Are all areas of the flight/VERTREP decks covered by safety nets or life lines?	__|__|__
b.	Do life lines extend at least 3 feet beyond the first safety net if no corner net is installed?	__|__|__
c.	Do corner nets provide personnel protection by being at a 45 degree angle to net frame and life line on the structure?	__|__|__
d.	Do replacement safety net frames allow a maximum gap of 5 inches between adjacent net frames and frames and hull structures?	__|__|__
e.	Are glass reinforced plastic net frames free of excessive wear and evidence of cracking?	__|__|__
f.	SAFETY NET FRAME:	
(1)	Do all safety net frame pendants distribute the frame weight evenly?	__|__|__
(2)	Are net frame attaching hardware of the correct type (CRES)?	__|__|__

(3) Are bolts secured with nylok nuts or pinned nuts with cotter keys? __|__|__

(4) Are net frame securing toggles and frame holdup devices in operable condition? __|__|__

(5) Are toggles permanently secured to the frame or deck? __|__|__

g. Are margin and/or wrapping lines per applicable drawing? __|__|__

h. Are lashing lines per applicable drawing? __|__|__

i. Are nets lashed according to applicable drawings? __|__|__

j. Installed nylon webbing coated with flame-retardant neoprene latex in accordance with paragraph 3.2.7.2 of MIL-W-23223A (Recommended) __|__|__

k. Safety nets successfully load tested in accordance with requirements within the designated time interval (i.e. one year for nylon nets; three years for CRES nets). (verification required) __|__|__

l. If lifelines are installed, lifeline height is a minimum of 36 inches __|__|__

m. Are safety nets made of CRES in high heat, missile blast areas? __|__|__

n. Are nylon/CRES safety nets free of broken webbing/stands? __|__|__

o. Are nylon/nets free of fraying? __|__|__

p. Do all nets meet maximum sag requirements? (5″-7″) __|__|__

q. Are grounding straps installed between steel net frame and hull? __|__|__

r. Are grounding straps installed from CRES nets to the frame? __|__|__

s. Are chaffing bands installed on non-cres nets? __|__|__

3. Fight Deck Drainage and Sealing

a. Is the flight deck adequately sealed to prevent fuel/water from going below decks? __|__|__

b. Are all drains free and clear? __|__|__

c. Are screens and bars installed to prevent entry of debris into overboard drains? __|__|__

d. Do all hatches and deck elevators have scupper channels

installed? __|__|__

e. Do hangar deck drains/scuppers discharge directly overboard? __|__|__

f. Do all hatches and deck elevators seal properly? __|__|__

g. Are affected space(s) (e.g. deck below the helo deck) sealed to prevent liquids from discharging to lower or adjacent areas? __|__|__

NOTE: Required on ships with portable helicopter decks (e.g. LSD 28 class) or existing ships with flight deck elevators or hatches whose design precludes deck sealing.

4. Aircraft Elevators and Deck Hardware

a. Do flight deck elevator stanchions function properly? (AAS) __|__|__

b. Do flight deck elevator stanchions have all securing hardware and wire rope properly installed? (AAS) __|__|__

c. Are safety instructions posted at the flight deck elevator control station? __|__|__

d. Are proper sound-powered headsets available from communications between flight/hangar decks? __|__|__

e. Are sound-powered communications between flight/hangar decks operable? __|__|__

f. Do elevator warning horns operate during full elevator movement between decks? __|__|__

g. Do all hatches/scuttles leading to the flight deck have the following placard posted on the underside? __|__|__

WARNING: DO NOT OPEN DURING FLIGHT QUARTERS EXCEPT FOR EMERGENCY EXIT. THERE IS AN AIRCRAFT OPERATING AREA ABOVE THIS SCUTTLE/HATCH.

h. Are catwalk ladder entrances clearly marked on the deck? __|__|__

i. Do wheel stops/combing provide adequate aircraft safety where installed? __|__|__

j. Is aircraft fresh water washdown provided with sufficient length of hose to reach aircraft landing spot(s)? __|__|__

5. Flight Deck/Hangar Deck Tiedown Fittings

a. Are flight/hangar deck aircraft securing fittings clear of debris and in good condition? __|__|__

b. Is there evidence that securing fitting PMS is performed according to current MRCs? __|__|__

c. Has the padeye go-no-go gauge been sighted? __|__|__

6. Demineralized Water. Is/are demineralized water station(s) available for AV-8 aircraft? (AAS) __|__|__

7. Flight Deck Lighting

a. Are all lighting systems installed IAW applicable drawings? __|__|__

b. Are lighting fixtures free of the following defects: __|__|__

(1) Missing/broken securing bolts __|__|__

(2) Securing bolts not fully seated __|__|__

(3) Cracked lenses __|__|__

(4) Safety wiring damaged (where applicable) __|__|__

(5) Evidence of moisture/leakage __|__|__

c. While conducting an operational check of the Helicopter Control Station/On-Deck Control Station/LSO Control Station (as applicable), determine whether the following equipment is working properly:

(1) VERTREP/landing lineup lights __|__|__

(2) Flash sequencer (the flash sequencer is required on LAMPS MK III air capable ships only) __|__|__

(3) Extended lineup lights (forward and aft) __|__|__

(4) Red deck edge lights __|__|__

(5) Blue perimeter lights (CLF ships only) ("DO NOT PAINT" must be stenciled on the inside of glare shield) __|__|__

(6) Hangar/structure wash lights __|__|__

(7) Deck Status Lights (DSL)/rotating beacon: (ACS)

(a) Flash 90 times per minute __|__|__

(b) Lens safety wired __|__|__

(8) HIFR heading lights (amber globe, 15 watt bulb) __|__|__

(9) Red globes for HIFR heading lights stowed on board __|__|__

(10) 50 watt lamps for HIFR heading lights (required when red globes are installed) stowed on board __|__|__

(11) Deck surface floodlights __|__|__

(12) Overhead floodlights yellow/white/blue/red (red filters stowed on board (one required for each installed floodlight)) __|__|__

(13) Homing beacon (flash 90 times per minute) __|__|__

(14) Tramline/nozzle rotation lights (AAS) __|__|__

(15) Blue obstruction lights (LAMPS MK III ships only) __|__|__

(16) Safe parking line lights (LHA, LHD) __|__|__

(17) Edge lights forward (LHA, LHD) __|__|__

(18) Aft athwart ship lights (AAS) __|__|__

(19) Low pressure sodium floodlights (AAS) __|__|__

d. Are all flight deck/surface floodlights pinned at the proper angle? __|__|__

e. All overhead floodlights correctly aimed, drilled and secured for best possible illumination of the helicopter deck, keeping spillover to a minimum (securing must be in accordance with NAVAIRENGCEN drawing 611114) LIGHTS: TEST PROCEDURES: TURN ALL LIGHTS ON TO FULL INTENSITY. ON SIGNAL, TURN THE DIMMER SLOWLY TO FULL OFF, THEN SLOWLY BACK TO FULL INTENSITY. WHILE IN FULL INTENSITY AND IN THE FULL OFF POSITION, CHECK THE STOPS ON THE CONTROL KNOB RHEOSTATS. __|__|__

8. Helicopter Control Station

a. All equipment is identified by nameplates or engraving __|__|__

b. Windshield wipers are installed and tested __|__|__

c. The crash alarm is marked and tested __|__|__

d. The lighting control panel is clearly marked __|__|__

e. UHF communications installed and tested __|__|__

f. Sound-powered/IVCS phone communications installed and tested __|__|__

g. Intercom system installed and tested __|__|__

h. Wind direction and speed indicator calibrated/operable __|__|__

i. Ship’s course indicator calibrated/operable __|__|__

j. MC station for transmitting loud speaker announcements to the flight and hangar decks __|__|__

9. For the following systems, perform visual inspection of all system components and operational checks as described below (where applicable):

a. Stabilized Glide Slope Indicator (SGSI):

(1) Missing/broken/corroded mounting/securing hardware __|__|__

(2) Inoperative/missing lamps or indicators __|__|__

(3) Cabling and wiring in good condition __|__|__

(4) Visible damage to system components __|__|__

(5) Evidence of hydraulic fluid leaks __|__|__

(6) Evidence of water entry into weather-exposed components __|__|__

(7) Evidence of excessive corrosion in or on weather-exposed components __|__|__

(8) System operates correctly in Internal Gyro Mode __|__|__

(9) System operates correctly in Ship’s Gyro Mode __|__|__

(10) Pole check pads clean/unobstructed __|__|__

(11) Pole checks current __|__|__

(12) Pole checks match F100 label plate data __|__|__

(13) If system fails to operate properly in any mode or pole check data does not match F100 label plate, perform system checkout and alignment IAW SGSI tech manual (NAVAIR 51-5B-2 or NAVAIR 51-5B-2.1) __|__|__

(14) All PMS requirements up-to-date __|__|__

b. Wave-Off or Wave-Off/Cut Light System:

(1) Missing/broken/corroded mounting/securing hardware __|__|__

(2) Inoperative/missing lamps or indicators __|__|__

(3) Cabling and wiring in good condition __|__|__

(4) Visible damage to system components __|__|__

(5) Evidence of water entry into weather-exposed components __|__|__

(6) Evidence of excessive corrosion in or on weather-exposed components __|__|__

(7) Safety wire installed properly on red/green wave-off or wave-off/cut light lenses __|__|__

(8) System operates correctly from Master Control Panel __|__|__

(9) System operates correctly from remote locations __|__|__

(10) All PMS requirements up to date __|__|__

c. Horizon Reference Set (HRS) (LAMPS MK III only):

(1) Missing/broken/corroded mounting/securing hardware __|__|__

(2) Inoperative/missing lamps or indicators __|__|__

(3) Cabling and wiring in good condition __|__|__

(4) Visible damage to system components __|__|__

(5) Evidence of water entry into weather-exposed components __|__|__

(6) Evidence of excessive corrosion in or on weather-exposed components __|__|__

(7) System operates correctly from Control Indicator mounted in HCS __|__|__

(8) System operates correctly from Electronic Component Assembly __|__|__

(9) All PMS requirements up to date __|__|__

d. Flight Deck Status and Signaling System (FDSSS):

(1) Missing/broken/corroded mounting/securing hardware __|__|__

(2) Inoperative/missing lamps or indicators __|__|__

(3) Cabling and wiring in good condition __|__|__

(4) Visible damage to system components __|__|__

(5) Evidence of water entry into weather-exposed components __|__|__

(6) Evidence of excessive corrosion in or on weather-exposed components __|__|__

(7) System operates correctly from HCS __|__|__

(8) System operates correctly from LSO shack __|__|__

(9) System operates/indicates correctly from remote locations __|__|__

(10) All PMS requirements up to date __|__|__

e. Vertical and Short Take-Off and Landing Optical Landing System (VSTOL OLS) (LHA/LHD only):

(1) Missing/broken/corroded mounting/securing hardware __|__|__

(2) Inoperative/missing lamps or indicators __|__|__

(3) Cabling and wiring in good condition __|__|__

(4) Visible damage to system components __|__|__

(5) Evidence of water entry into weather-exposed components __|__|__

(6) Evidence of excessive corrosion in or on weather-exposed components __|__|__

(7) Humidity indicators on Units 11 & 12 blue in color __|__|__

(8) System operates correctly from Active Mode __|__|__

(9) Pole check pads on flight deck clean/unobstructed __|__|__

(10) All PMS requirements up to date __|__|__

10. Wind Measuring & Indicating System (WMIS)

a. Visually inspect all components and operationally verify WMIS as directed below:

(1) Missing/broken/corroded mounting/securing hardware __|__|__

(2) Missing/broken hardware in indicator covers __|__|__

(3) Inoperative/missing lamps in indicators __|__|__

(4) Dimmer rheostats operate correctly in all indicators __|__|__

(5) Pointer oscillation in any indicators __|__|__

(6) Cracked or broken pointers in any indicators __|__|__

(7) Cabling and wiring in good condition __|__|__

(8) Visible damage to any system components __|__|__

(9) Evidence of excessive corrosion in or on weather-exposed components __|__|__

(10) System appears to operate correctly using any detector/transmitter combination __|__|__

(11) All indicators appear to show correct speed and direction information simultaneously __|__|__

(12) Evidence of gears rubbing on wire bundles in transmitter housing with speed and direction assemblies removed __|__|__

(13) Evidence of excessive wearing of worm gear or roller disc integrator on speed transmitter subassembly __|__|__

(14) All PMS requirements up to date __|__|__

NOTE: All WMIS removal components (detectors, indicators, transmitter subassemblies) will need to be removed and staged in the location of the WMIS transmitter housing(s) at start of PRE-AVCERT T/A or AVCERT visit.

11. Aircraft Start/Service Electrical Systems

a. Check the aircraft starting/electrical power outlets for the following:

(1) Are aircraft AC/DC power cables/heads in good condition? __|__|__

(2) Has PMS been performed on the cables/heads per current MRCs? __|__|__

(3) Are 28VDC rectifiers in good material condition? __|__|__

(4) Is 28VDC power limited to 24VDC to 28VDC at 300 amps steady load? __|__|__

(5) Electrical cable hatch(s) (AAS and LPD Class):

(a) In good condition __|__|__

(b) Have no missing parts __|__|__

(c) Roller sheaves, where equipped, are operable __|__|__

(d) PMS is evident __|__|__

b. Helicopter starting system performance tested satisfactory - performance of system verified. 400 Hz system performed tested satisfactory - performance of system verified. (load bank test documentation required)

c. KVA output adequate (i.e. H1-1 KVA; H2-11 KVA; H3-15 KVA; H46-13KVA; H53-16 KVA; H53E-16 KVA; USN H60B/F/H and USCG H60J-20 KVA for Class 2 H65-10 KVA)

NOTE: For Class 1 operation of H-60 aircraft, two (2) 400 Hz outlets, each rated at 45 KVA, are required.

12. Pneumatic Services

a. Are a minimum of two nitrogen bottles available? __|__|__

b. Have they been hydrostatically tested? __|__|__

c. Is the hydrostatic test current (every 5 years)? __|__|__

d. For LAMPS III operation, nine nitrogen bottles are required if HP air system does not meet dew point requirements of -58 degrees F at the station __|__|__

13. Flight Deck Control

a. Is the 5MC control panel operable? (AAS) __|__|__

b. Are the lighting control panels operable? (AAS) __|__|__

c. Are interior communications available to all appropriate stations? __|__|__

14. Helo Hangar/Hangar Door

a. Check each hangar door for the following requirements:

(1) Does it function properly in all modes? __|__|__

(2) Does it have a limit switch at the open position? __|__|__

(3) Does it have a limit switch at the closed position? __|__|__

(4) The lower two feet of vertically actuated hangar doors painted with alternating yellow and red stripes (exterior & interior)(stripes 4″ wide at 45 degree angle rising from port to starboard) __|__|__

(5) Does it have a functional locking device at either the open or closed position of the door? __|__|__

b. Does the retractable hangar (where installed) operate properly? __|__|__

c. Does the hangar door have at least two modes of operation (electrical, mechanical, or air driven)? __|__|__

d. Are the hangar roller door and bulkhead clearly marked with black alignment lines (if required)? __|__|__

e. Are all high point padeyes properly marked? __|__|__

f. Are elevator door/fire station warning lines painted on deck? __|__|__

g. Are H-53 safe parking lines correctly painted on deck? (AAS) __|__|__

h. Hangar non-skid will be checked the same as the flight deck: __|__|__

(1) Is the non-skid gray compound installed properly? __|__|__

(2) Are non-skid color markings made according to current/VLA guidance? __|__|__

(3) Is the non-skid profile acceptable, with adequate slip resistance maintained for personnel and material safety? __|__|__

(4) Does non-skid maintain proper adhesion (pay particular attention to flaking/delamination around padeyes, deck fixtures, lights, and edges of non-skid)? __|__|__

(5) Does non-skid show any evidence of excessive rust bleed-through (defined as rust from the underlying deck surface to non-skid surface)? __|__|__

(6) Is non-skid free of JP-5, oil, and grease? __|__|__

(7) Is the hangar free of all unauthorized painting or color topping of deck wash of non-skid? __|__|__

NOTE: Any painting or color topping of non-skid other than VLA is strictly prohibited and is cause for rejection of non-skid installation.

15. Hangar Conflagration Station

a. Has the hangar deck conflagration station been checked for the following operational equipment: (AAS)

(1) Do elevator door controls operate? __|__|__

(2) Do sprinkler controls operate? __|__|__

(3) Is the 3MC announcing system operable? __|__|__

(4) Is the 1MC announcing system operable? __|__|__

(5) Do alarms operate? __|__|__

(6) Is the interior communications system(s) operable? __|__|__

(7) Is visibility adequate? __|__|__

16. Aircraft Elevator

a. Are hangar deck elevator stanchions operable and clearly

marked? (AAS) __|__|__

b. Are all hangar elevator control stations fully operable? (AAS) __|__|__

c. Are all hangar elevator control station switches and indicator positions clearly marked/identified? __|__|__

d. Is sound-powered communication between the flight deck, hangar deck, and pump room operable? __|__|__

e. Are operating/safety instructions posted by the elevator control stations? __|__|__

f. Are operating/safety instructions clearly readable? __|__|__

17. Component Storage Space

a. Main rotor blade(s) __|__|__

b. Tail rotor blade(s) __|__|__

c. Engine container(s) __|__|__

d. APS-124 radome cover __|__|__

e. Main rotor blade restraining sets __|__|__

f. Are appropriate securing mechanisms available for the above items? __|__|__

18. Aviation Detachment Spaces

a. Is the aircraft work space large enough to safely accommodate all maintenance for embarked aircraft (approximately 125 square feet)? __|__|__

b. Is the work area equipped with the following:

(1) LP air and drier __|__|__

(2) Work bench with electrical power __|__|__

(3) Vise (in operable condition) __|__|__

(4) Hoisting capability (Up to 13,500 pounds (AAS); (ACS) 2000 pounds for H1, H2, H3, H53, and H60; 2500 pounds for H46. For RAST equipped ships RSD hoisting capability of 3050 pounds is required.) __|__|__

(5) Adequate storage cabinets __|__|__

(6) Flammable storage (not located in hangar) __|__|__

c. Is the material condition of the work space satisfactory? __|__|__

d. Is the material condition of the equipment satisfactory? __|__|__

e. Is space provided for an administrative office? __|__|__

(1) Does it have two desks? __|__|__

(2) Does it have filing cabinets? __|__|__

(3) Does it have appropriate stowage space for 1 linear foot of confidential material? __|__|__

19. AEL Equipment

a. Are two pairs of class 3, type 1, rubber gloves available? __|__|__

b. Is the proper grounding wand provided as follows:

(1) ACS - one each __|__|__

(2) AAS - two each __|__|__

c. Are TD-1A/TD-1B tiedown chains provided per applicable AEL? __|__|__

(1) Number required? _____ __|__|__

(2) Number available? _____ __|__|__

(3) Does each TD-1A chain have an "S" hook installed to prevent chain/tensioner assembly separation (NAWC) Support Equipment 4455)? __|__|__

NOTE: Support Equipment Change 2966 replaces the latch pin on the tensioner assembly with a nut and bolt.

NOTE: Support Equipment Change 4287 replaces the bottom spacer pin, when worn, with bolt, nut, and aluminum spacer sleeve.

d. Are bulb hooks and 5/8" shackles available for flight decks with clover leaf securing fittings installed? __|__|__

e. Are NWC-4 wheel chocks provided per applicable AEL? __|__|__

(1) Number required? _____ __|__|__

(2) Number available? _____ __|__|__

(3) Has one washer been removed from each bolt/nut to allow 1 full thread engagement? __|__|__

f. Has one flight deck cranial helmet been modified to incorporate a sound-powered headset (VERTREP capability)? __|__|__

g. Is the SRC-22, MOMS, SRC-47, and/or Motorola Expo system available for operations during flight quarters? (AAS) __|__|__

h. Are taxi signal wands provided per applicable AEL? __|__|__

20. AFFF Hose Stations (125/250 GPM, AS APPLICABLE)

a. Are correct hoses installed at the stations (if collapsible hoses are installed, orange enduro preferred, rubber jacketed acceptable, as required by PMS)? __|__|__

b. Is the correct length of hose installed? __|__|__

c. Is proper vari-nozzle installed? __|__|__

(1) 1 1/2″ hose - 125 gpm: _____ __|__|__

(2) 2 1/2″ hose - 250 gpm: _____ __|__|__

d. Check each AFFF generating station for the following required equipment and placards:

Number of stations on board: _____

Number of stations inspected: _____

(1) Is the tank filled to the top of the sight glass? __|__|__

(2) Is the material condition of each tank acceptable? __|__|__

(3) Is there any evidence of leakage around inspection plates and sight glass gages? __|__|__

(4) Are sight glass valves, lock-wired open? __|__|__

(5) Are piping, valves, and solenoid operated pressure valve(s) (SOPV(s)) in acceptable material condition? __|__|__

(6) Is there any evidence of leakage? __|__|__

(7) Are operating instructions and a diagrammatic drawing posted on/by each generating station? __|__|__

(8) Is a minimum of 50 percent spare AFFF readily available at installed AFFF stations? (ACS) __|__|__

(9) Is there a current AFFF analysis? __|__|__

21. Aviation Area Fire Extinguishers:

a. Check CO2 bottles on ACSs for the following:

(1) Are two 15 pound CO2 bottles available for the helicopter landing area, and one available for each landing spot, on ships with multiple landing spots? __|__|__

(2) Are these bottles, or additional bottles in these numbers, properly fitted with insulated horn extensions (3 feet extension for H-1, SH-2, SH-60 and 5 foot for SH-3, H-46, H-53)? __|__|__

b. Are two PKP bottles available for each landing spot? (ACS) __|__|__

c. Is one CO2 bottle and one PKP bottle installed at, or in close proximity, to each installed AFFF station? __|__|__

d. Is the inspection tag and the lead wire seal removed from each fire bottle serving helicopter operating areas? __|__|__

NOTE: Yellow beaded seals are acceptable for flight deck use.

e. Does each aircraft hangar have two CO2 and two PKP bottles mounted for ready use? (ACS) __|__|__

f. Are CO2/PKP bottles in good material condition? __|__|__

(1) Is PKP agent dry and free of caking? __|__|__

(2) Are seals intact? __|__|__

22. Flight/Hangar Deck, Fire Fighting Markings

a. Are flight deck markings per applicable drawings? __|__|__

b. Are hangar deck markings per applicable drawings? __|__|__

23. Crash & Rescue Tools

a. Check for the following tools (ACS/AAS), in the Crash and Rescue Tool Kit. The flight deck crash, salvage, and rescue team and the AAS hangar deck rescue team shall each maintain a minimum of one tool kit. The tool kit shall contain the tools listed below (as a minimum) (AAS only – Ground locks for each type aircraft (AVCAL items)).

Tool	NSN
(1) Canvas tool roll	(Local manufacture)
(2) Fire axe	9Q-4210-00-142-4949
(3) Halligan tool (pry bar)	9Q-5120-00-009-5044
(4) Metal cutting saw	9Q-5110-00-221-0235
(5) Vicegrip pliers	9Q-5120-00-277-4244
(6) Pliers (lineman)	9Q-5120-00-239-8251

(7) Cable cutters (14 inch)	9Q-5110-00-224-7053
(8) Hack saw frame	9Q-5110-00-289-9657
(9) Hack saw blades (6)	9Q-5110-00-277-4589
(10) Screwdrivers:	
(a) 8″ common	9Q-5120-00-237-6985
(b) 4″ common	9Q-5120-00-222-8852
(c) 8″ Phillips	9Q-5120-00-224-7375
(d) 4″ Phillips	9Q-5120-00-234-8913
(11) “V” blade rescue knife	9Q-5110-00-524-6924
(12) “V” blade (6 spare sets)	9Q-5110-00-098-4326
(13) Rib joint pliers (channel lock)	9Q-5120-00-059-6711
(14) Adjustable wrench (12″)	9Q-5120-00-264-3796
(15) Flashlight (explosion proof, two cell)	9Q-6230-00-270-5418

b. In addition to the above listed tools, AAS shall have the following tools/equipment in the crash and salvage locker ready for immediate access:

NOTE: These tools are not to be used for routine maintenance.

Tools	NSN
(1) “V” blade rescue knife	5110-00-524-6924
(2) “V” blade (12 spare sets)	5110-00-098-4326
(3) Four pound grapnel hook with 12 foot chain	2040-00-287-9644
(4) Battery powered megaphone	5830-00-412-9206
(5) 3/8″ speed handles with various reed and prince, Phillips, and high torque screw adapters (2)	5120-00-237-4969
(6) 10K port-a-power jack	N/A
(7) Positive pressure breathing apparatus (4)	4240-01-190-0455

(8) Spare bottles (4)	4240-01-252-0086
(9) Safety flashlights (2)	6230-00-270-5418
(10) Portable fire extinguishers in the crash locker (halon 1211, PKP, or CO2) (4)	
(11) Cable cutters (14 inch)	5110-00-224-7053
(12) Halligan tool (pry bar)	4210-01-108-8716
(13) Bolt cutter	5110-00-188-2524
(14) Side cutting pliers (10 inch)	5120-00-224-1541
(15) Pliers (slip joint):	
(a) 6″	5120-00-223-7396
(b) 10″	5120-00-223-7398
(16) Ball peen hammer (1-1/2 pound)	5120-00-061-8545
(17) Hack saws (2)	5110-00-289-9657
(18) Spare blades (12)	5110-00-277-4587
(19) Fire axes (2)	5110-00-720-0711
(20) Ground locks for each type of aircraft embarked (IMRL item)	
(21) Pry bar:	
(a) 36″	5120-00-242-0762
(b) 60″	5120-00-224-1330
(22) Pinch bar (26 inch)	5120-00-224-1372
(23) Gasoline portable forcible entry rescue saws (2)	5130-00-134-1207
(24) Spare blades (10)	N/A
(25) Socket set (1/2-inch drive)	5120-00-081-2307
(26) Torque wrench (150-190	5120-00-524-6924

foot pounds)

(27) Drift punch 5120-00-240-8898

(28) Portable Oxygen Acetylene Cutting Kit 3433-00-026-4718

(29) Welding Kit (portable) N/A

(30) Spare 1 1/2″ and 2 1/2″ fire fighting hoses

(31) Two hose control devices with vari-nozzles attached

(32) Safety harnesses (4) 4240-00-022-2522

(33) Safety harness lanyards (4) 4240-00-022-2518

(34) Reed and prince screwdriver:

(1) 8 inch 5120-00-278-1280

(2) 12 inch 5120-00-227-7362

c. Hangar Deck Tools (AAS)

(1) Crash/fire axes

(2) Halligan tool

(3) Flashlights, safety, two-cell (2)

(4) Hack saw (with six blades)

(5) Knife, rescue, V-blades (with six sets of blades)

(6) Pliers, lineman

(7) Pliers, rib joint, water pump (10-inch)

(8) Screwdriver, common (8-inch)

(9) Wrench, vice grip (10-inch)

(10) Wrench, adjustable (12-inch)

(11) Bolt cutter

(12) Battery powered megaphone

(13) Ball peen hammer (1-1/2 pound)

(14) Tool roll, canvas

(15) Minimum of two SCBAs with four spare cylinders shall be pre-positioned in each hangar bay

(16) Tapered plugs (6); 3 wooden, 3 rubber

(17) Two 3/8-inch speed handles with various reed and prince, Phillips, and high torque screw adapters

24. Fireman's Proximity Suit or Hot Suit Criteria

a. Are there six complete sets of hot suits in the crash locker? (AAS) __|__|__

b. Are there two sets as ready spares? (AAS) __|__|__

c. Are there four complete sets of hot suits for the rescue personnel? (ACS) (Three complete sets for LPDs) __|__|__

d. Are there two complete sets of hot suits in crash locker? (ACS) __|__|__

e. Are the gold face shields free of scratches? __|__|__

NOTE: Gold face shields lose 90 percent of their reflective capability when scratched and shall be replaced immediately.

f. Do helmet shield protectors snap over the gold face shield? __|__|__

g. Are hot suits maintained in an "as new" condition? __|__|__

NOTE: Hot suits shall be maintained in an "as new" condition to maintain maximum reflectivity.

NOTE: Pilot's NOMEX flight gloves must be worn under hot suit gloves but shall not replace them.

NOTE: A complete set of protective clothing includes: trousers, coat, gloves, aviator summer flight gloves, flash hood (sock), structural helmet, proximity helmet, hood, and boots.

25. Weapons Jettison Ramp

a. Are weapons jettison ramps installed where required by NAVSEA drawings and directives? __|__|__

b. Are catwalk ramps in working condition? __|__|__

26. JP-5 Fuel

a. Are the following instructions properly posted in each fuel station:

(1) "NO SMOKING" __|__|__

(2) "Recirculate fuel two (2) minutes before refueling A/C" __|__|__

(3) Aviation fuels handling safety precautions __|__|__

(4) Operating instructions __|__|__

b. Is there a receptacle for sound-powered phones? __|__|__

c. Are sound-powered phones available? __|__|__

d. Is there an Emergency Service "STOP" button available nearby? __|__|__

Is it labeled "JP-5 EMERGENCY STOP"? __|__|__

e. Is there an adequate means of recirculating and flushing at the fueling station? __|__|__

f. Is there a pressure gage at the fueling station? __|__|__

(1) Is it properly mounted? __|__|__

(2) Has it been calibrated (per METCAL program)? __|__|__
Date of calibration_____

g. Is a hose reel used for hose storage? __|__|__

h. If there is no reel, is there adequate means for proper hose storage when not in use? __|__|__

i. Are the deck hatches to the fuel station in good working order? __|__|__

j. Are the deck edge rollers properly installed? __|__|__

(1) Are they operable? __|__|__

(2) Are they maintained properly (reference current PMS)? __|__|__

k. Is there a cover for the recirculation piping when it is not in use? __|__|__

l. Is there a properly installed one way check valve, either at the fuel station or downstream from the service filter? __|__|__

m. Is there any evidence of leakage in the piping, hose reel, hoses, or nozzles? __|__|__

n. Is/are the fuel station(s) properly color coded? __|__|__

o. Is/are the fuel station(s) properly cleaned? __|__|__

p. Is/are the fuel station(s) free of explosive liquids? __|__|__

q. Are the proper hoses available for the ship's installation:

(1) Has each length of hose been hydrostatically tested (reference current PMS)? __|__|__

(2) Is the date of that hydrostatic test properly stenciled on each length of hose (reference current PMS)? __|__|__

(3) Does each hose length have the proper fitting installed? __|__|__

(4) Does each length of hose have continuity within specified limits (reference current PMS)? __|__|__

r. If the ship is equipped with the NATO High Capacity Fueling System, the following hoses are required:

(1) 100 ft. - 2 in. non-collapsible hose with unisex fittings. __|__|__

(2) 100 ft. - 2 in. collapsible hose with unisex fittings and tiedown segment __|__|__

(3) 10 ft. HIFR saddle with automatic break away fitting __|__|__

s. Is the following equipment provided:

(1) D1R (Carter type) pressure nozzle __|__|__

(a) Does it have the proper strainer with lock ring in place? __|__|__

(b) Is the strainer maintained properly (reference current PMS)? __|__|__

(c) Does the nozzle have the proper quick disconnect? __|__|__

(d) Is the thumblatch cover installed? __|__|__

(e) Does the nozzle turn freely in the quick disconnect when in the locked position? __|__|__

(f) Does the quick disconnect have continuity through it? __|__|__

(g) Is the dust cover properly attached? __|__|__

(h) Is the proper "Gammon Sampling" coupler installed? __|__|__

(i) Is the D1/D1R nozzle within continuity limits (reference current PMS)? __|__|__

(j) Does the nozzle operate properly? __|__|__

(k) Is the nozzle corrosion free? __|__|__

(2) Is an aircraft gravity (over wing) nozzle provided? __|__|__

(a) Does it have a threaded quick disconnect, with strainers? __|__|__

(b) Does it have a continuity wire? __|__|__

(1) Is the continuity within specified limits (reference current PMS)? __|__|__

(2) Plug __|__|__

(3) Clip __|__|__

(c) Does it operate properly? __|__|__

(d) Is it corrosion free? __|__|__

(3) Grounding Straps (two) to connect aircraft to deck:

(a) One strap with two clips __|__|__

(b) One strap with one clip and one plug OR __|__|__

(c) One strap with a clip on one end and clip and plug on the other end __|__|__

t. Is a defueling pump provided? __|__|__

(1) Are hoses for the defueling pump provided? __|__|__

(2) Is the NATO High Capacity CCR nozzle provided? __|__|__

(a) Is the AEROQUIP adapter AE84524R installed? __|__|__

(b) Is the continuity wire installed? __|__|__

(c) Does the nozzle shut off valve close between 40 and 50 psi? __|__|__

(3) If the D1R nozzle is used, does the shut off valve close between 50 and 60 psi? __|__|__

27. JP-5 CLA-VLA Station

a. Does each one show evidence of proper preservation? __|__|__

b. Is each one clean? __|__|__

c. Does each one have continuity from all hoses? __|__|__

d. Is there any evidence of leakage? __|__|__

e. Are there appropriate JP-5 fuel hoses:

(1) 1-1/2" __|__|__

(2) 2-1/2" __|__|__

f. Does each one have a defueling pump? __|__|__

g. Does the defueling pump have securely mounted coupling/shaft guards? __|__|__

h. Is the station operable? __|__|__

i. Does the fuel station have a filter? __|__|__

(1) Is the filter "change date" stenciled on the bowl? __|__|__

(2) Are gauges properly mounted? __|__|__

(3) Are gauges calibrated? __|__|__

(4) Is there any evidence of leakage within the filter? __|__|__

28. JP-5 TEST Equipment

a. Is there a complete B2 test kit on board (FSII anti-icing)? __|__|__

b. Does the ship have an AEL MK III contaminated fuel detector? __|__|__

(1) Is it stenciled "JP-5 only"? __|__|__

(2) Is the calibration chart in periodicity according to current PMS? __|__|__

(3) Does it have a set of wratten filters? __|__|__

(4) Does it have a set of tweezers? __|__|__

(5) Has it been electrically safety checked? __|__|__

(6) Does it have a calibrated fuel sample bottle (calibrated at 500 and 800 milliliters)? __|__|__

(7) Does it have a wash bottle with Clean, Clear, and Bright (CC & B) JP-5 fuel? __|__|__

(8) Is it operating properly? __|__|__

(9) Is it maintained according to current PMS? __|__|__

c. Does the ship have an AEL MK I/II water detector? __|__|__

(1) Does it have a standard installed? __|__|__

(2) Is the standard in periodicity according to current PMS? __|__|__

(3) Has it been electrically safety checked? __|__|__

(4) Is it operating properly? __|__|__

(5) Is it maintained according to current PMS? __|__|__

d. Are there a minimum of three, five gallon safety cans stenciled "JP-5 only"? __|__|__

29. Recovery Assist, Securing and Traversing (RAST) Equipment

a. Are the following instructions posted on the door to the unmanned machinery room: __|__|__

(1) “NO ENTRY WHILE RAST IN OPERATION” __|__|__

(2) “HIGH NOISE LEVEL-HEARING PROTECTION REQUIRED” __|__|__

b. Is there only RAST associated equipment in the machinery room? __|__|__

c. Is all of the equipment in the machinery room properly secured? __|__|__

d. Is the machinery and machinery room in good material condition? __|__|__

e. Is there evidence of the proper use of preservation materials? __|__|__

f. Is there any evidence of leakage in the hydraulic system? __|__|__

g. Are hydraulic fluid samples analyzed according to current PMS? __|__|__

h. Are all required special tools on board and functional? __|__|__

i. Are sound-powered communications to the LSO control station available? __|__|__

j. Are the sound-powered phone sets operational? __|__|__

k. Check each traverse cable for the following:

(1) Is it rust free? __|__|__

(2) Is it properly coated? __|__|__

(3) Are there any broken strands? __|__|__

(4) Are the ends frayed? __|__|__

l. Are there a minimum of three spare Recovery Assist (RA) cables stored on the machinery room bulkhead? __|__|__

m. Are the cables cut to the proper length? __|__|__

n. Check Tail Guide Winch (TGW) RA cables for the following:

(1) Are they rust free? __|__|__

(2) Are there any broken strands? __|__|__

(3) Are the ends frayed? __|__|__

o. Is there a nitrogen cylinder properly mounted in the machinery room? __|__|__

p. Do(es) the mounted nitrogen cylinder(s) meet minimum charge requirements? __|__|__

q. Are the following signs properly mounted in the machinery room: __|__|__

(1) "DANGER - HIGH VOLTAGE" __|__|__

(2) "HIGH NOSE LEVEL - HEARING PROTECTION REQUIRED" __|__|__

(3) "DANGER - OPERATING MACHINERY" __|__|__

r. Are all gauges and meters properly calibrated? __|__|__

s. Is all fire fighting equipment properly installed? __|__|__

t. Is all fire fighting equipment operable and maintained according to current PMS? __|__|__

u. Are all filter indicators on the Winch Hydraulic Power Unit (WHPU) in the down position? __|__|__

v. Is the hydraulic fluid in the WHPU reservoir at the proper level according to current PMS? __|__|__

w. Does each walkway in the machinery room have a slip resistant deck covering? __|__|__

x. Are all flight deck drains clean and in their proper place? __|__|__

y. Is/are bell mouth(s) within wear tolerances as prescribed by current PMS? __|__|__

z. Is/are bell mouth plug(s) in good condition? __|__|__

aa. Is sufficient length of SLOT SEAL available to seal the length of each track? __|__|__

bb. Is/are RAST track(s) clean and free of debris? __|__|__

cc. Is/are RAST track(s) properly painted? __|__|__

dd. Are all bolts in place and securely fastened on RAST track plates? __|__|__

ee. Are TGW boxes and hatches free of corrosion and rust? __|__|__

ff. Are all control lights operable? __|__|__

gg. Is slip resistant rubber matting installed on the walkway in the control station? __|__|__

hh. Is a portable CO2 fire extinguisher properly installed? __|__|__

ii. Is the portable CO2 extinguisher properly maintained according to current PMS? __|__|__

jj. Is the view of the flight deck clear and unobstructed through the control panel windows? __|__|__

kk. Are the following communications systems in an operable condition:

(1) UHF head set (H-172/U) __|__|__

(2) Sound-powered phones __|__|__

(3) 5 MC announcing system __|__|__

(4) Helicopter crash alarm __|__|__

ll. Check control station windshield wipers for the following:

(1) Are they operational? __|__|__

(2) Are the blades in good condition? __|__|__

(3) Are replacement blades available? __|__|__

mm. Are Rapid Securing Device (RSD) flags operable when RSD beams are in the CLOSED position? __|__|__

nn. Are RSD safety bars available? __|__|__

oo. Are the RSD safety bars properly pinned in position when not in use? __|__|__

pp. Do RSD safety bars have locking pins attached? __|__|__

qq. Is hydraulic fluid at the proper level in the RSD reservoir as prescribed in current PMS? __|__|__

30. Aircraft Operations Bill

a. Does the ship have an up-to-date Aviation Operations Bill? __|__|__

b. Does the bill contain all procedures to assure safe operations? __|__|__

c. Does the bill specify the levels, classes, and aircraft for which the ship is certified? __|__|__

d. Does the bill address shipboard smoke control resulting from aircraft fires? __|__|__

e. Does the bill discuss ship maneuvers and identify ventilation which must be secured in the event of fight/hangar deck emergency? __|__|__

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SECTION XIII: COMMENTS

SHIP: USS_____ DATE: _____

SECTION: _____ EVALUATOR: _____

NOTE: Items marked with an asterisk (*) must be corrected to complete an ARQ or conduct flight or fueling operations.

SURFACE AVIATION OPERATION BILL

The Surface Aviation Operation Bill shall be tailored to each ship and include standard operating procedures for the following:

1. Responsibilities and required training of aviation personnel
2. Ship’s level/certification and clearance requirements
3. Helicopter operation safety
4. Standard commands
5. Underway launching/recovery
6. RAST launching/recovery
7. IFR recovery
8. Helicopter stowage/movement
9. Night operations
10. NVD operations
11. Lost communications/lost aircraft procedures
12. Crash rescue procedures
13. Maneuvering restrictions during flight operations
14. Cold weather operations
15. Helicopter fueling on deck/in-flight (HIFR)
16. Helicopter ordnance/AECM handling (HERO)
17. Vertical replenishment (VERTREP)
18. Personnel or light cargo transfer
19. Emergency procedures
20. Mishap procedures
21. Helicopter characteristics and wind envelops
22. FOD program
23. Flight quarters assignment
24. Relaxed flight quarters procedures

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AVIATION FACILITY BINDER

1. Each Aviation Facility Coordinator shall maintain a reference binder to facilitate job continuity and ready access to important aviation facility information and documentation. This file shall be updated regularly and shall contain the following items at a minimum:

a. A current copy of COMNAVSURFORINST 3700.1A

b. A current copy of the applicable Facilities Bulletin

c. A copy of the latest ARQ results

d. NAVAIR certification guidelines

e. Last SAR evaluation

f. AVCERT Documentation

(1) AVCERT results message

(2) Certification recommendation message (new constructions)

g. Testing documentation

(1) Safety Net Load Test

(2) Pad eye Load Test

(3) AFFF analysis

(4) AC/DC Load bank

(5) Hangar Sprinkling System memo

(6) Flight Deck Sprinkling System Memo for landing area

(7) Helicopter Maintenance Hoist Load Test

(8) JP-5 Storage Tank inspection memo

(9) TACAN Certification

h. Training documentation

(1) Current copy of ship's Collateral Duty List (CDL)

(2) HCO/FDO/LSE school graduation, fire-fighting course completion, and PQS

(3) JP-5 Fuels officer and enlisted school and PQS

(4) Surface Rescue Swimmer School completion

(5) RAST Technician EM/EN School completion and PQS qualifications

(6) SGSI Technician School completion

(7) Flight Deck Fire Team School completion and PQS

i. Copy of current Fire Bill

j. Copy of Surface Aviation Operation Bill

k. A locator file for all required instructions

l. Copies of current Aviation Facility CASREPs